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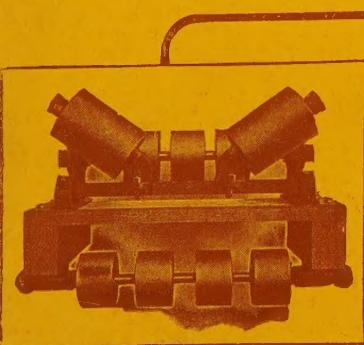


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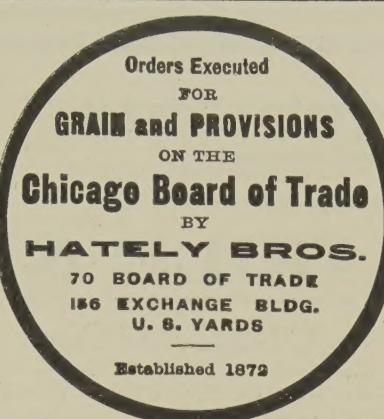
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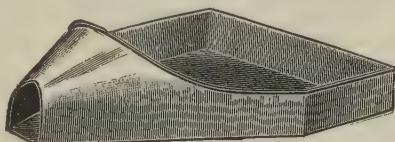
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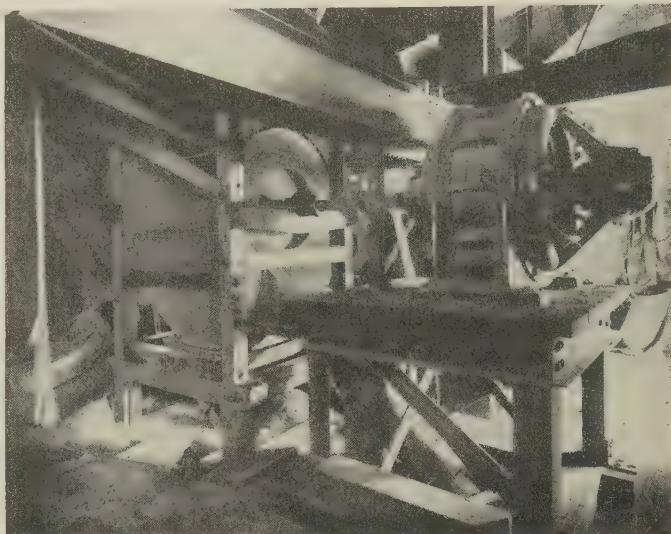


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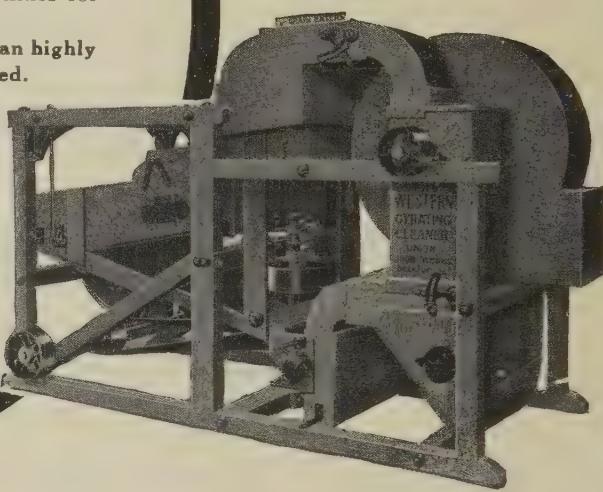
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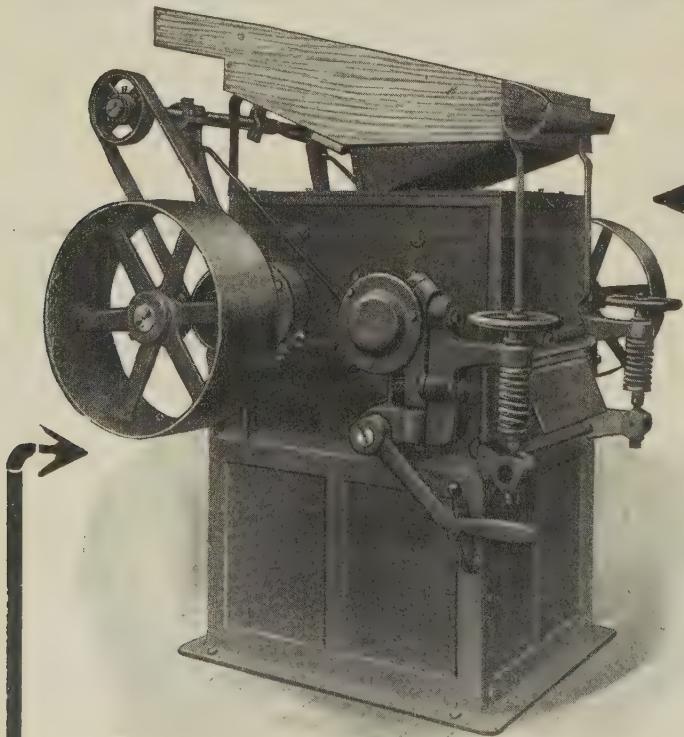
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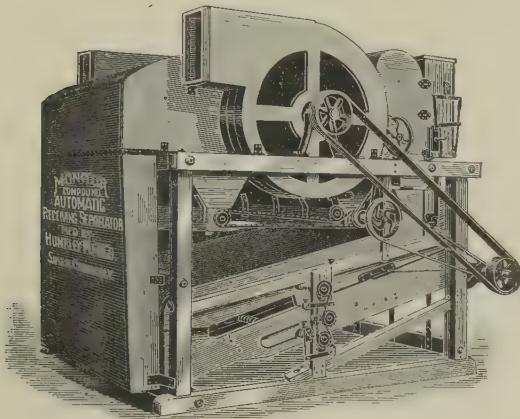
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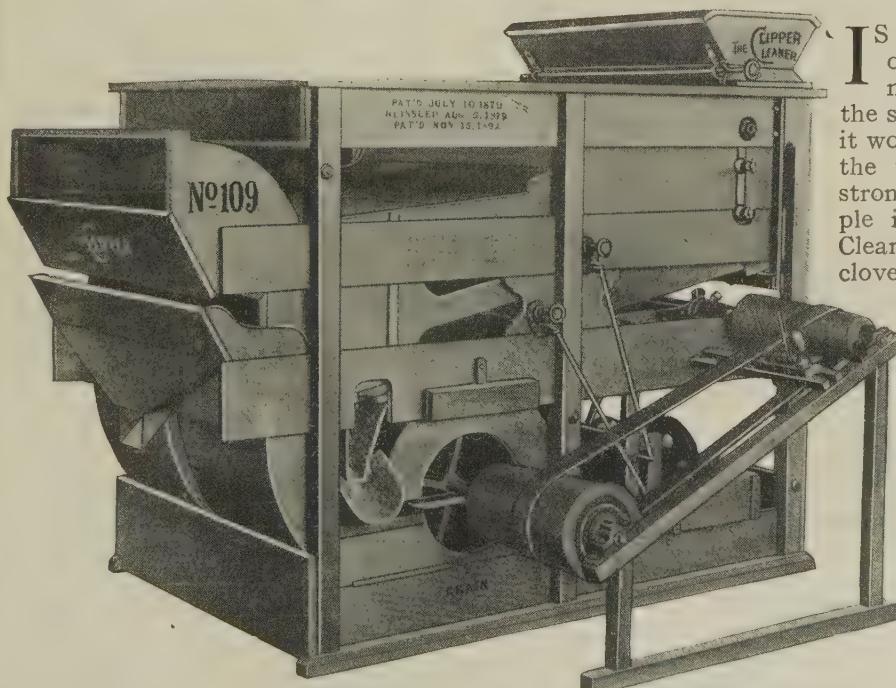
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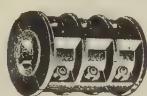
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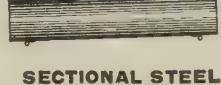
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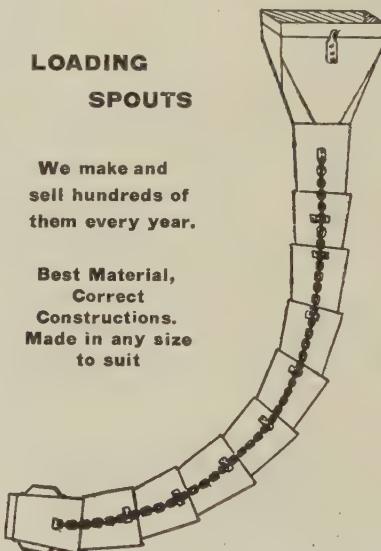
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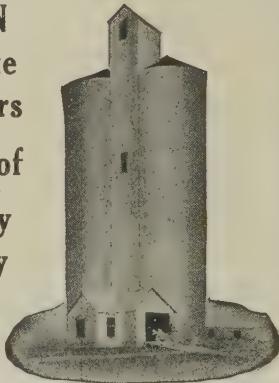
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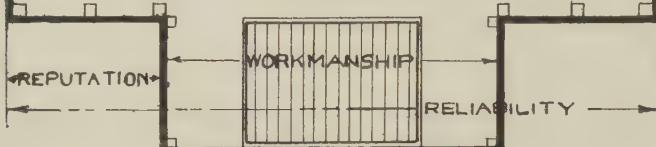
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G. C. Christopher WICHITA, KANS. A. C. Rynders
Long Distance Phone, Market 374.

Any Weight of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price, \$5.00.

GRAIN DEALERS JOURNAL
255 LA SALLE STREET CHICAGO, ILLINOIS

GRAIN ELEVATOR
Designing and Construction
Made a Specialty
Witherspoon-Englar Co. Monadnock Bldg.
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ELEVATOR BUILDERS
623 THE TEMPLE
Plans and Specifications a Specialty.
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FRIEDLINE
designs and builds strictly modern Grain Elevators,
Concrete Storage Tanks, Mills and Warehouses.
Write for Plans and Estimates.
FRED FRIEDLINE & CO.,
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Burrell Engineering & Construction Co.
Designers and Builders of
GRAIN and COAL ELEVATORS
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L. J. McMILLIN
Engineer and Contractor of
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Any Size or Capacity
627 Board of Trade Bldg., Indianapolis, Ind.

The Twentieth Century Way
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DESIGNERS AND BUILDERS
Grain Elevators and Warehouses

OLSON BROTHERS & CO. Engineers & Contractors
Grain Elevators, Flour Mills and Complete Plants for handling
Coal, Sand, Gravel, Ores, Ashes, etc.

Phone Humboldt 2373 2418-22 Bloomingdale Ave. CHICAGO, ILL.

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DESIGNERS AND CONTRACTORS
GRAIN ELEVATORS
WICHITA KANSAS

GRAIN ELEVATOR BUILDERS



250,000 Bu. Storage Tanks 1910

Elevators—
Storage Tanks
In Wood or
FIRE PROOF
Materials

CONCRETE Insurance the **BEST**
PLANS—SPECIFICATIONS—ESTIMATES
L. O. HICKOK & SON ENGINEERS AND CONTRACTORS
Minneapolis, Minn.

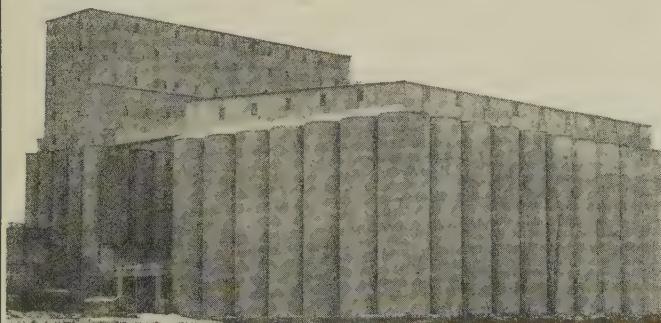
CAR ORDER BLANKS

FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50cts.

GRAIN DEALERS JOURNAL
255 La Salle Street Chicago, Ill.

JAMES STEWART & CO. CONTRACTORS

Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



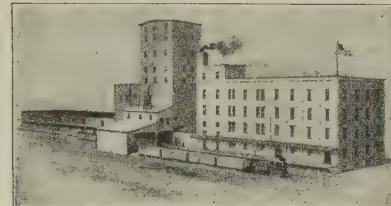
Grand Trunk Pacific Elevator at Fort William, Ontario.
Capacity 3,500,000 Bushels.

GRAIN ELEVATOR DEPT., 1811 Fisher Bldg., Chicago
W. R. SINKS, Manager R. H. FOLWELL, Engineer

We also do General Contracting and have Offices in the following cities.
Write or call on any of them.

New York, Hudson Terminal Bldg.
Pittsburg, Pa., Henry Oliver Bldg.
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Canadian Stewart Co., Ltd. Montreal
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Denver, Colo., First National Bank Bldg.
Canada, Eastern Township Bank Bldg.
For William, Ontario, Canada

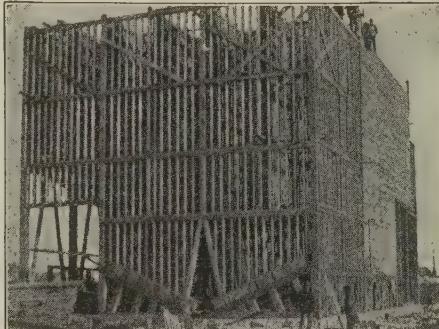
WE BUILD High Grade Milling Plants



IN
CEMENT,
STEEL or **WOOD**
Grain Elevators
and Power Plants
Steam, Gas
Electric

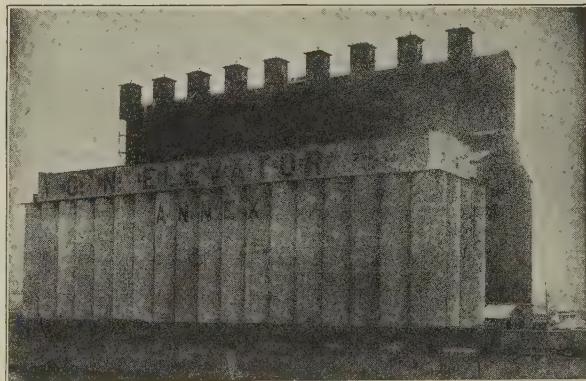
A. E. BAXTER ENGINEERING & APPRAISAL CO.
BUFFALO, N. Y.

Studded Constructed Elevators



THIS illustration shows an elevator of our design in process of construction. We make complete plans and specifications. Our experience will make money for you.

—Write us.—
Reliance Construction Co.
625 Board of Trade
Indianapolis, Indiana



GREAT NORTHERN RY. CO. ELEVATOR "S" ANNEX, SUPERIOR, WIS.

2,250,000 Bushels Capacity
Reinforced Concrete

Built Complete in 120 Days by

The Barnett & Record Company
Minneapolis, Minn.
CONTRACTORS AND ENGINEERS

Standard

Cleaners
Cleans
Clean

When you buy a cleaner you want a cleaner—not a fanning machine. Ours are "Standard" in name and quality. They have proven themselves. You will be interested in our exclusive features, owned and controlled by us. WRITE US TODAY—NOW.

The International Manufacturing Co.
CRESTLINE, OHIO

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

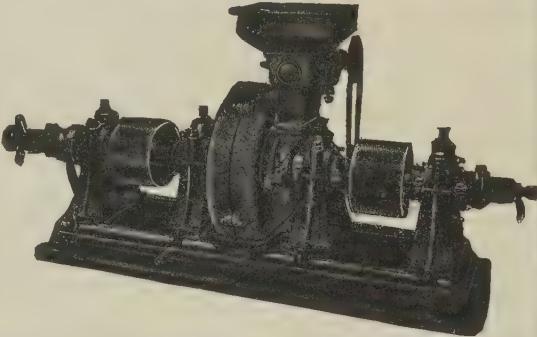
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. WRITE US

SPROUT, WALDRON & CO.
P. O. 260, MUNCY, PA.



FEED MILLS

Without danger. No odors. Ask the
PASTEUR LABORATORIES OF AMERICA
Room 862, 325 Dearborn St. Chicago, Ill.

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without
shucks) and GRIND all kinds of
small grain. Have Conical-Shape
Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Eight
Sizes—2 to 25-horsepower.

Peculiarly suited for use with
Gasoline Engines.

The N. P. Bowsher Co.
South Bend, Indiana



BIG CAPACITY Corn and Feed Mill

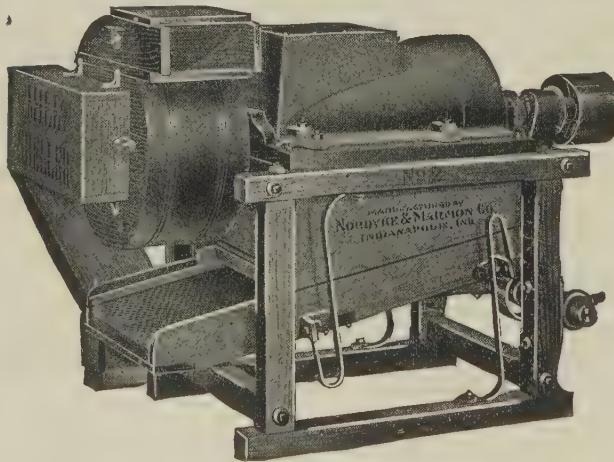
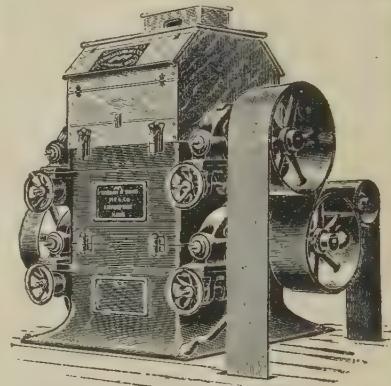
But that isn't the only advantage of this Ehrsam Two-High mill. It's made of finest materials for strength and long service. Frame is all cast iron—and arranged so that rolls can easily be removed for grinding and corrugating. Don't decide on any corn and feed mill till you get all the facts about the

EHRSAM "TWO-HIGH"

furnished with belt or gear drive on slow side, as desired. Grinds coarse or fine meal, barley, graham flour, linseed meal, rye, corn chop, etc. Best for each. Built for rolls nine inches in diameter. Send your name now for all facts. Address

THE J. B. EHRSAM & SONS MFG. CO.
2 Factory St., Enterprise, Kansas

Mill and Elevator Supplies of Every Description



MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

NORDYKE & MARMON CO.

America's Leading Mill Builders

Established 1851.

INDIANAPOLIS, IND.

"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 7½% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—*The Mechanical Engineering Dept., University of Michigan.*



THE
"New
Cyclone
1905"

Manufactured Exclusively by
The Knickerbocker Co.
JACKSON, MICH.

DIRECT REDUCTION TABLES

for

Wheat, Buckwheat,
Barley and Timothy

reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 48 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

Nine tables, printed from large type on card board, size $10\frac{1}{2} \times 11\frac{1}{2}$ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle Street CHICAGO, ILL.

CYCLONE BLOW PIPE CO.

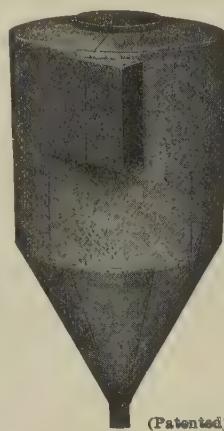
IMPROVED

Cyclone Dust Collectors, Automatic Furnace
Feeders, Steel Plate
Exhaust Fans, Ex-
haust and Blow
Piping.

Complete systems
designed, manufac-
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guaranteed. Old
systems remodeled
on modern lines on
most economical
plans. Supplemental
systems added
where present sys-
tems are outgrown.
Defective systems
corrected and put in
proper working
order.

High and Low
Speed Systems.

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West Jackson Boul.
CHICAGO, ILL.



(Patented)

Cover's Dust Protector

Rubber Protector \$2.00
Sent postpaid on receipt of
price; or on trial to respon-
sible parties. Has automatic
valve and fine sponge.

H. S. COVER
124 Perley St., South Bend, Ind.



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Rubber Protector \$2.00

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MORRIS GRAIN DRIER CO.

507-511 Chamber of Commerce, Milwaukee, Wis.
Several years of experience fully demonstrates that owing to the fact that Morris Grain Driers have thorough ventilation, drying grain much more evenly, thruthfully stamps them as being superior to any other grain driers in existence. Can be constructed more economically than the average drier. Don't fail to write for pamphlet giving full information and testimonials regarding our driers, coolers and conditioners.

ALLEN'S ANTI-RUST PAINT

THE NAME DESCRIBES IT.
Proof against salt, acids, alkalies,
fumes, sun, water, time.

COSTS LITTLE—LASTS LONG.

If interested write us.

ALLEN ANTI-RUST MFG. CO.
439 RACE STREET. CINCINNATI, O.

THE AUTOMATIC DUMP CONTROLLER

This new and simple device for the controlling of the drop of wagon dumps, is the only machine on the market; no attention or power in operating.

It is entirely out of the road and completely automatic.

Our list of testimonials and number of duplicate orders shows their usefulness.

As the easy dumping of a man's wagon is pleasing to them as well as prevents expense for repairing wagons, and the chances for dissatisfaction.

Hundreds in use. Satisfaction guaranteed.

For further particulars, address

L. J. McMILLIN, Indianapolis, Ind.

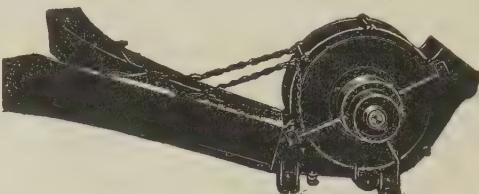
**MILWAUKEE BAGS**

for oats, corn, seed, produce, etc. Use "Aurora A" cotton seamless grain sacks full size 2 Bu. 16 ounces.
"Hindoo" Jute twine 3-4-5 ply is good for sewing and tying.

MILWAUKEE BAG CO., Milwaukee, U. S. A.

**NO CURE—NO PAY**

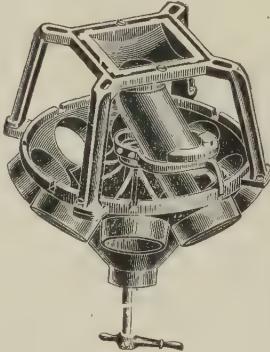
We are so confident our Boss car loader will please you that we will ship it to you on the condition that you are not to pay us anything until you have tried it and find that it meets your requirements. Should it not prove satisfactory you may return it at our expense, but we do not think you will find this necessary, for not one of them shipped during the last two years has been returned and there was nothing to prevent anyone from sending his back had he wanted to do so. In a very few instances they did not work just right at the start but when we were advised of the nature of the trouble we told the parties wherein they had not followed our directions and thereafter the machines were satisfactory. When asking for prices please state about how many bushels you wish to load per minute, as we make them in five sizes all of which we carry in stock.



MAROA MANUFACTURING CO., DEPT. MAROA, ILL.

The Success of the HALL DISTRIBUTOR

is undoubtedly due to the fact that it was never built to meet a price. A successful machine came first, price second.

**HALL SPECIAL**

(ELEVATOR LEG)

You Can't Reduce Your Elevator Working Force or Their Wages

But you can decrease cost of handling the grain, and that enables your present force to increase the daily output of your elevator.

HALL SPECIAL

Elevator Leg delivers into your bins, or out of them more grain per hour with less attention, than any other leg in existence of the same size. Costs less to operate or maintain, and less to construct. You can understand this by reading Circular F.

Hall Distributor Co., 222 Range Bldg. Omaha, Neb.

**COMBINED
Grain Cleaner and Pneumatic
CAR LOADER**

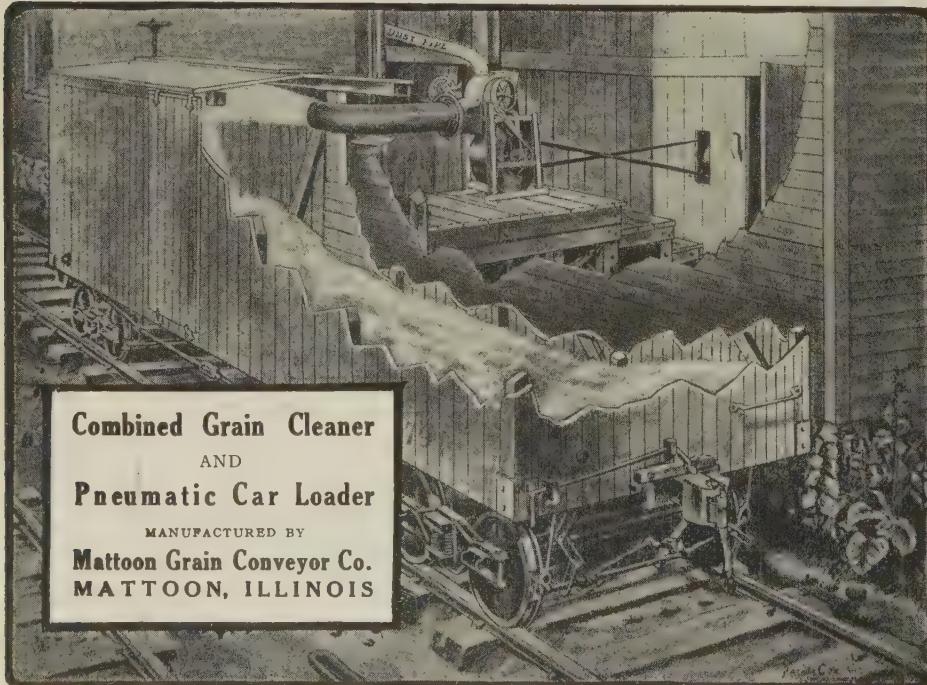
The ONLY Machine That Will Clean and Load at the Same Time.

The ONLY Car Loader That Will Not Damage the Grain.

The ONLY Car Loader With Automatic Loading Spout Which Insures Even Distribution of Grain in All Parts of the Car.

For Descriptive Circular and Prices, Address

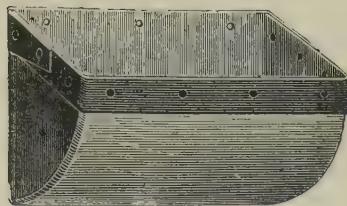
Mattoon Grain Conveyor Co.
Mattoon, Ill.



Combined Grain Cleaner
AND
Pneumatic Car Loader

MANUFACTURED BY

Mattoon Grain Conveyor Co.
MATTOON, ILLINOIS



WE maintain a special department for the manufacture of elevator buckets and flexible loading spouts; also carry a large stock of standard sizes for immediate shipment.

Our standard steel buckets are made of refined steel, the ends are double seamed to the body by special machinery, enabling us to produce a bucket which, for strength and durability, has no superior. The tops are banded with steel, firmly riveted to the body. The shape is especially adapted to discharge readily.

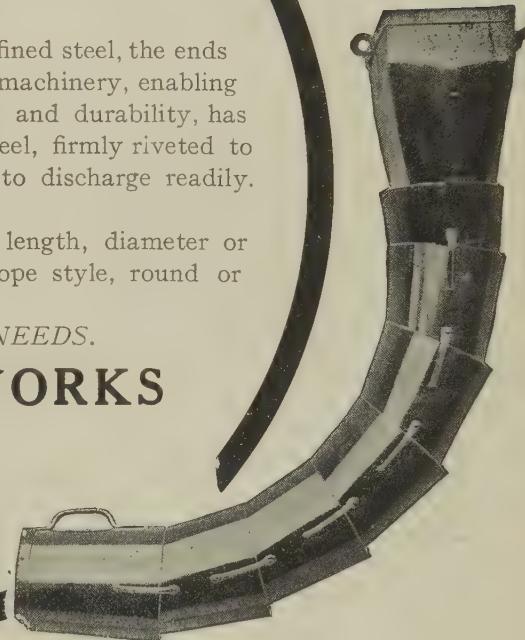
We make flexible loading spouts in any length, diameter or gauge of steel, either standard or telescope style, round or square head.

LET US SUPPLY YOUR NEEDS.

UNION IRON WORKS

Manufacturers of

WESTERN Machinery for
Grain Elevators
DECATUR, ILL.



Have You
Seed For Sale?

Do You Wish
To Buy Seed?

See our "Seeds For Sale—
Wanted" Department
This Number.

The Triple Self-Locking Seal



has three separate locks. Cannot be opened or picked without mutilation.

Initials and numbers printed or embossed as desired.



Requires no sealing press, thereby saving much time in sealing cars.

To lock: Insert loose end in mouth of case and crowd back to shoulder of same, when all three locks will snap into place.

Send for Samples and Prices

Chicago Car Seal Company
380 N. Green St. CHICAGO, ILL.

R

 + FUMA = ☺

Live weevil plus a little Fuma equals dead ones every time.

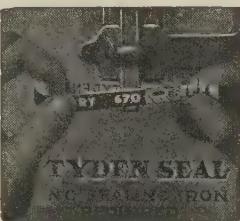
Fumigate Your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.

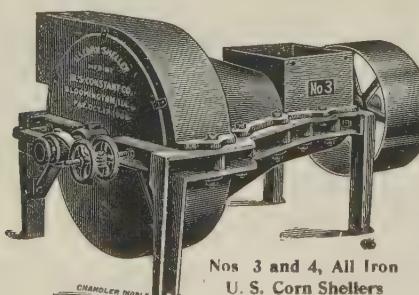
10c per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.Claim
Losses
Preventedby TYDEN SELF-
LOCKING CAR
SEALS bearing
your name and consecutive numbers.
Thousands of shippers use them.
Write for samples and prices.INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Gen'l Sales Agent,
617 Railway Exchange Building, CHICAGO, ILL.**Claus-Bland Mfg. Co.**Successors to
Grain Dealers Supply Co.**MACHINERY
and SUPPLIES
OF ALL KINDS**We are offering some
Special Bargains in
Pulleys, Belting,
Spouts, etc., etc.

WRITE US.

305 South 3rd Street, MINNEAPOLIS, MINN.

Nos. 3 and 4, All Iron
U.S. Corn Shellers**Do It Now!****B. S. CONSTANT CO.,****Bloomington, Ill.**

“EUREKA” GRAIN DRYERS



Are easily controlled,
Continuous in operation,
Thoroughly Reliable,
Inexpensive to install,
Results are Uniform.

All our claims are fully substantiated.
Any percentage of moisture can be removed.

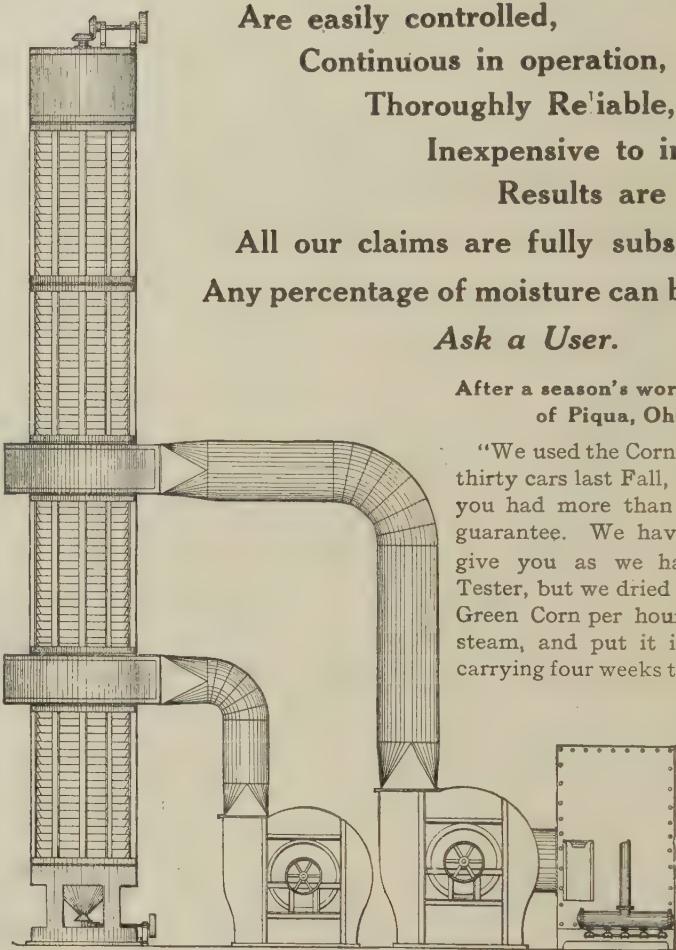
Ask a User.

After a season's work, C. N. Adlard,
of Piqua, Ohio, says:

“We used the Corn Dryer on about thirty cars last Fall, and found that you had more than exceeded your guarantee. We have no figures to give you as we had no Moisture Tester, but we dried 160 bushels of Green Corn per hour with 30 lbs. of steam, and put it in condition for carrying four weeks to New England.

Our Broker said we had the best corn that had arrived in that section.

We would not be without the Dryer at any cost.”



Sole Manufacturers

THE S. HOWES COMPANY

Grain Cleaning Machinery Specialists

“Eureka Works,” Silver Creek, N. Y.

Mechanicsburg, Ill., Feb. 3, 1911
B. S. Constant Co.,
Bloomington, Ill.

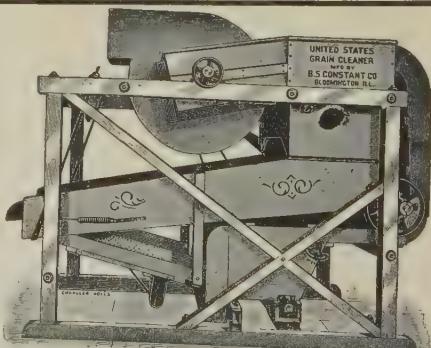
Dear Sirs:—
When I started out last Fall to get a new sheller and cleaner, I visited several elevators with different machines and then I bought a U. S. Sheller and Cleaner and am well satisfied with both. Have tested them and they will work up to their full capacity and do it well.

Yours truly,

O. H. Fullenwider.

His man also said, that in all his long experience with cleaners, he never before saw one which set on the floor without bracing and that our Improved Eccentrix would fill a long felt want.

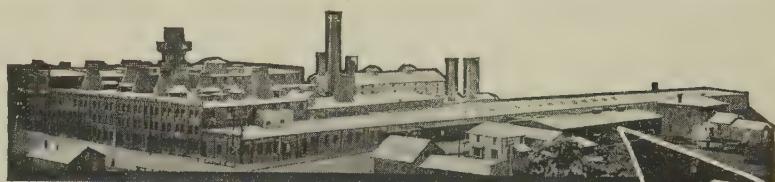
You try one for 30 days and be convinced



U. S. Grain Cleaner

Bloomington, Ill.

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Plant of Robinson Clay Products Co., Akron, O., covered with J-M Asbestos Roofing for over twenty years.

J-M Asbestos Ready Roofing is literally a sheet of pliable stone—with the lasting qualities of stone. Also with the fire-proof, rust-proof, rot-proof and acid-proof qualities of Asbestos. And—like all stone—it *never* needs painting.

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We can tell you of many buildings—give you the names of the owners—on which this roofing, without any painting or other protection, has withstood the wear and tear for nearly a quarter of a century and is in good condition to-day.

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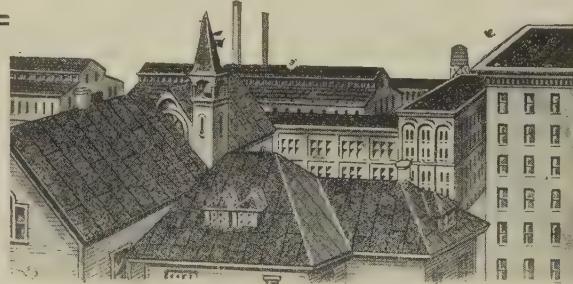
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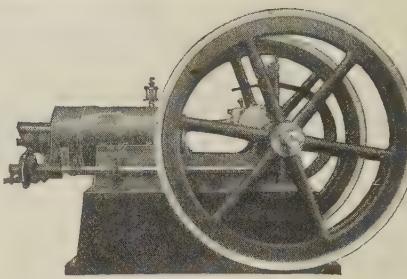
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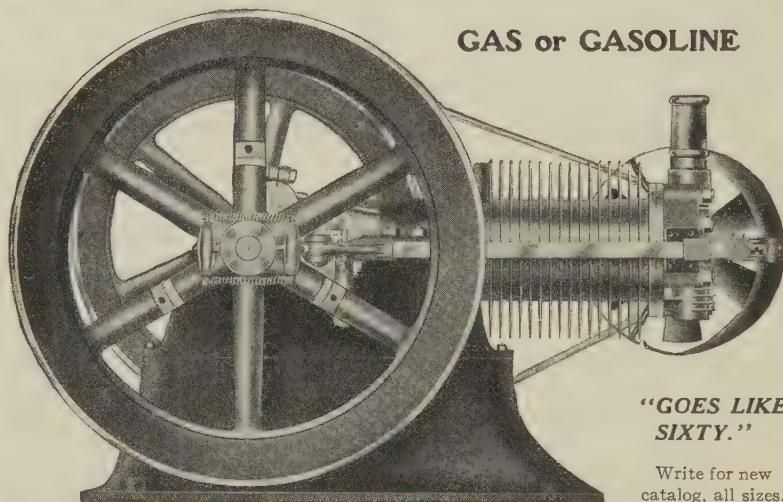
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are used by elevator men all over the United States because of their advantages over others, and their economy in operation.

Write for particulars and prices

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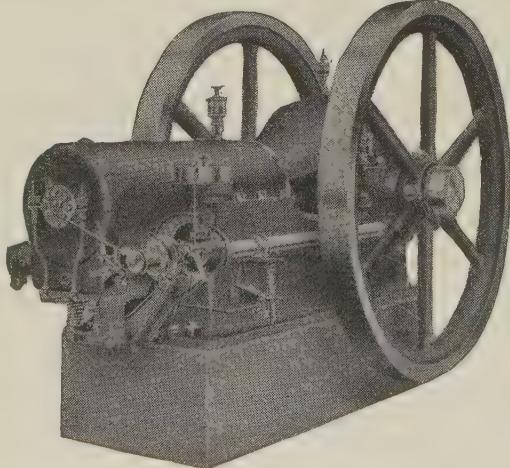
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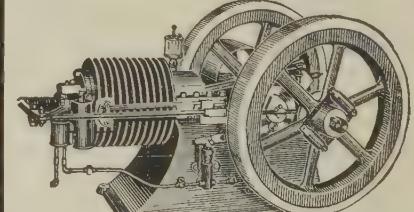
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HAVE YOU MONEY TO BURN?



If not, then do not burn it in your Gas Engine. This fanless and waterless Gas Engine will run on less gasoline than other make. Prove it yourself.

30 DAYS FREE TRIAL. Write

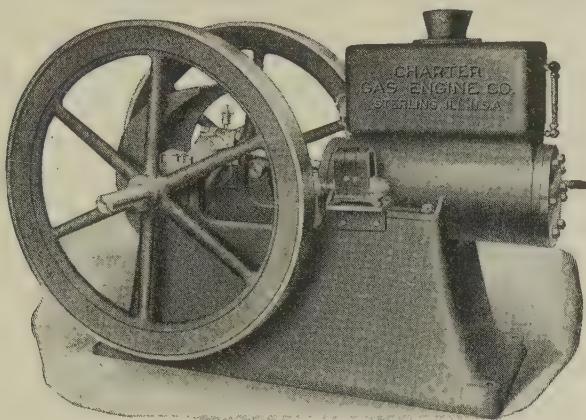
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can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.

BE SURE TO GET A CHARTER



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Gentlemen:—I have been using a 35 H. P. Charter Gasoline Engine in my Seed Plant for 11 years with very little trouble and expense. It has been everything that I could expect of an Engine, and if I were to buy another would be sure to get a Charter of the latest improvement. I am

Very truly yours,
G. M. Taylor

Original Gasoline Engine of the World

100 H. P. and smaller for All Kinds of Work

Gasoline, Kerosene, Naphtha, Distillate Gas, Fuel Oil
(Very Economical)

Send for Catalog and Give Your Specifications

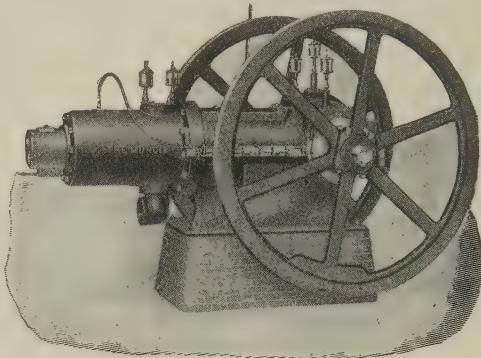
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50c } Runs a 25 Horse
A DAY } Power 10 Hours

The Muncie Oil Engine

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It Operates on Crude Oil, Fuel Oil, Kerosene or Distillate. The few working parts reduce possible repairs and expenses to a minimum making the engine pay for itself in a short time.

Write for particulars, references and prices.

Muncie Gas Engine & Supply Company

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MUNCIE, INDIANA



\$50.00 Per Month Saved



READ THIS LETTER:

KIMBALL BROTHERS COMPANY

Council Bluffs, Iowa, January 4, 1905

OTTO GAS ENGINE WORKS,
Omaha, Nebraska.

Gentlemen:—We take pleasure in giving you the results of our experience with our 30 H. P. Otto Engine and Producer. Prior to installing this outfit we used steam and consumed an average of one ton of \$2.50 Cherokee coal per day which brought the cost of our power to about \$65.00 per month of 26 days.

We are now doing the same work with an average of 160 lbs. of anthracite pea coal per day, which cost us \$6.10 per ton or about \$15.00 per month, both of the above figures including the amount required to keep the fire banked nights and Sundays.

Would also say that the man who formerly fired our boiler now attends the producer and devotes about eight and one-half hours out of ten, to other work.

P. S.—(By us).

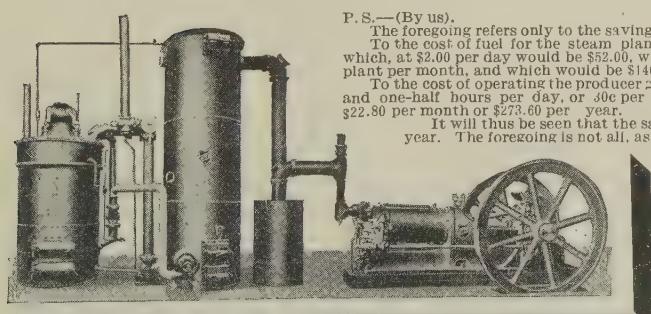
The foregoing refers only to the saving in fuel. The actual saving will be as follows:—

To the cost of fuel for the steam plant, which was \$65.00, should be added the cost for a fireman and engineer, which, at \$2.00 per day would be \$52.00, which, added to the \$65.00 makes \$117.00 as the cost of operating their steam plant per month, and which would be \$1404.00 per year.

To the cost of operating the producer gas plant should be added to the \$15.00 per month for fuel, 20c per hour for one and one-half hours per day, or 40c per day, equals \$7.80 per month; which, added to the fuel consumption, equals \$22.80 per month or \$273.60 per year.

It will thus be seen that the saving effected by the producer gas plant is \$94.20 per month or \$1,130.40 per year. The foregoing is not all, as the repairs on a producer plant will be considerably less than on a steam plant. The risk from fire is reduced to almost nothing, and there is absolutely no danger from an explosion as from a steam plant.

This is only one example out of many other letters that we're only too glad to send you, which tell exactly what the Otto Engines and Producers have accomplished in actual practice, and which are stronger proof for you than any argument we could possibly advance. The point is; that if other users can make such enormous savings with Otto engines why can't you? At least, wouldn't you like to find out by writing us a line or using the attached coupon.



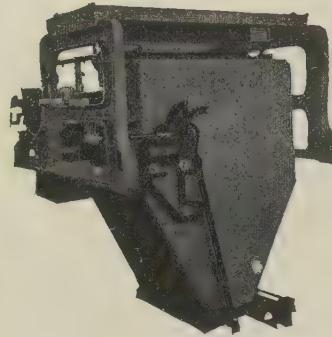
Otto Gas Engine Works, 3213 Walnut Street, Philadelphia, Pa.

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Chicago—Boston—New York—Pittsburg—Omaha—Kansas City—Minneapolis—San Francisco

COUPON
GENTLEMEN:—Repeating to your ad. in Gr. Dealers Jour., March, send me catalogues, etc., together with approximate estimate for installing Otto Engine of..... H. P.
To be used for.....
Name.....
Firm Name.....
Address.....

**Proof Positive
Why The Richardson
Is The Automatic Scale
To Specify.**



What the Largest
Millers in the coun-
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Minneapolis, Minn.

"The hundred
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Automatic scale in
our elevator has been
in operation for the
past three years, has
handled more than
75,000,000 bushels of
wheat and is still
weighing as accu-
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to weigh. The scale has been entirely satisfactory
from the day it was installed."

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122 Monroe St., CHICAGO,
415 Third St. S., MINNEAPOLIS.

CHICAGO SCALE COMPANY

Require No Pit

Strong
Accurate
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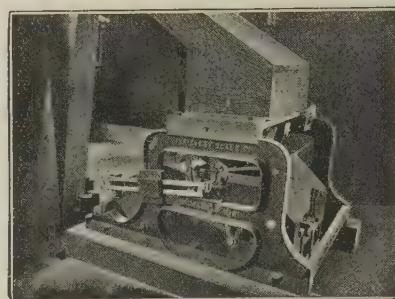


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Manufacturers of all Kinds of
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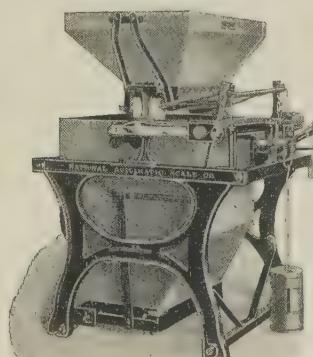
Designed to be used by country
elevator men, who store grain for pa-
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stored.

These receipts are numbered in duplicate,
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in store of net bus. Wheat
to be stored and insured under following con-
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The stub is used for recording the name of
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255 La Salle St. CHICAGO, ILL.



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"R. F. & C." SOLID WOVEN RUBBER BELTING

out wears them all and costs no more than a low grade old style cemented ply rubber belt.

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ASK FOR IT!

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A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

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255 La Salle St., Chicago, Ill.

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These tables reduce from *pounds* to *bushels* of 32 pounds, and also to *dollars* and *cents* on the same page. They are simple, compact and convenient. The pounds are expressed in red figures and the bushels and values are expressed in heavy black figures.

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The pounds are printed in red ink in the column headed "Pounds." The bushels are printed in black ink in the column headed "Bushels" on a horizontal line with the equivalent number of pounds.

It will be noticed that in the pounds column the *two right hand digits* of each number are in light-faced type, while all the remaining digits are in heavy-faced type. Under the one head, "Bushels" are two columns, the purpose being to condense the table and make it more convenient. The right-hand "Bushels" column contains the reductions from the entire red numbers in the pounds column; while the left-hand "Bushels" column contains the reductions from *only* the heavy-faced numbers in the pounds column. *For example*, 10000 pounds may be read in two ways, "ten thousand" pounds, or (by ignoring the two digits in light-faced type) "one hundred" pounds. In the reduction of 10,000 pounds of Oats to bushels, first find the number 10,000 in the pounds column; then by following the horizontal line to the right-hand "Bushels" column we find that 10,000 pounds equals 312 bushels, 16 pounds; and, on the same line in the left-hand bushels column, we find that 100 pounds equals 3 bushels, 4 pounds.

FOR EXAMPLE

To reduce 62,300 pounds of Oats to bushels:	
62,000 lbs. equals.....	1937 bu. 16 lb.
300 lbs. equals.....	9 bu. 12 lb.
62,300 lbs. equals ..	1946 bu. 28 lb.

REDUCTIONS TO DOLLARS AND CENTS

To find the value of any weight at a given price per bushel, turn to the page which has that price at the top of the column. The values are expressed in the columns headed by the price per bushel. Thus, to find the value of 10,000 pounds of Oats at 35c per bushel, we first find 10,000 in the column headed "Pounds," then follow the horizontal line across the page to the column headed "35c," where we find \$109.375, the value of 10,000 pounds. And, to find the value of 100 pounds, we merely point off two places to the left in the values column; thus, 100 pounds @ 35c per bushel is worth \$1.09. The value of any quantity at one-quarter, and at one-half cent per bushel is also given.

In some cases a simple addition will be necessary in order to find the value.

FOR EXAMPLE

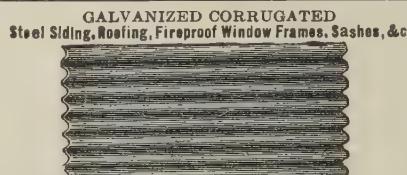
The value of 4,200 pounds of Oats @ 32c per bushel:	
In the 4th line, we have 4,000 lbs. @ 32c-\$40.00	
In the 20th line, we have 200 lbs. @ 32c-2.00	
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It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

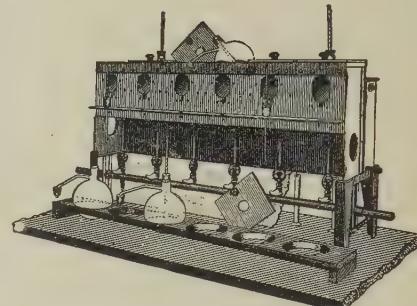
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For Accurate Determination of the Percentage of Moisture contained in Grain and Other Substances.

The Machine is adopted as Standard by the U. S. Department of Agriculture.

In use by all U. S. Grain Standardization Laboratories.

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Exact results guaranteed.

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BEWARE

Of The Seed Laws

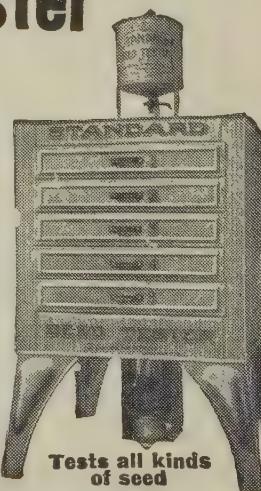
Before you sell your seed you **must** know its germinating power. Here is the **only** seed tester that **absolutely protects you** under the laws of **any** state. The authorities are watching for violators of the seed law. Grain dealers and Elevator men everywhere are protecting themselves by testing all of their seed with the

Standard Seed Tester

It tests seed corn, seed oats, barley, wheat, timothy, clover and all other farm seeds and grains. It tests them **right** because it is the **only** seed tester that works as Nature does. No man can dispute the Standard's test—it's **accurate**. Aside from the fact that the Standard protects you from the law—it will do much to increase the crops of farmers in your locality—increasing **your** profits also. And you can make big money acting as our agent—**selling** the Standard.

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Do Not Wait

until your elevator is full of hot or damp grain before ordering a

HESS IDEAL DRIER

which is designed especially to meet the needs of country elevator men. It will not be safe for you to buy wet or immature grain, unless you have a drier of known merit, one you can depend upon drying any grain as is wanted. Let us send you the essential facts and you will give one of our driers a chance to pay for itself.

Write to-day.

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MOISTURE TESTER.

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bad
you
got
"stung"
on
the
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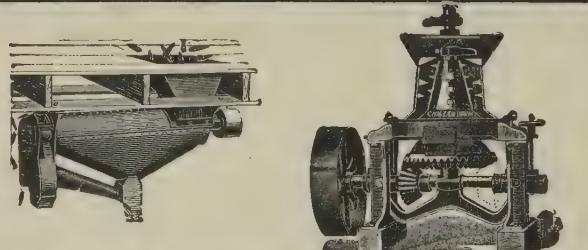
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Shippers' Record Book

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9 $\frac{1}{2}$ x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. Price \$1.75

GRAIN DEALERS JOURNAL
255 La Salle Street
CHICAGO, ILL.

LINCOLN COAL

6-inch Lump passes over this 36 ft. Shaker Screen



6x3 Egg and 3x1½ Nut pass through this 30 ft. Revolving Screen.

Screenings and impurities are taken out before the coal is loaded.

Write for delivered prices

Lincoln Springfield Coal Co., Old Colony Building, Chicago

COAL!**Lill-Robinson Quality**

is MORE than the standard; it is the best! When you buy

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you not only get the very best the market affords, but you get even more than this. You get

Lill-Robinson Service

This means that when you order coal from the "L-R" Company, you get "what you want when you want it," and if you have had much experience in buying coal you know what this means.

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215 DEARBORN ST., CHICAGO

Long Distance Phone, Wabash 3288—ALL DEPARTMENTS

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DOMESTIC LUMP over a 6-in. Shaker Screen

DOMESTIC EGG through a 6-in. and over 3-in. Shaker Screen

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“Wanted” and “For Sale”

The rate for advertisements in this department is 15 cents per type line each insertion

MACHINES FOR SALE.

MACHINES not in use can quickly be sold by an advertisement in the “Machines For Sale” column of the Grain Dealers Journal, Chicago, Ill.

NORDYKE & MARMON French burr stone with corn and cob attachment for crushing corn on cob. Splendid machine for grinding all kinds of grain; used only 6 weeks; shafting and boxing for same. Will sell at big discount. Address J. T. Malden, Manson, Iowa.

COMPLETE EQUIPMENT of modern 150 bbl. winter wheat sifter system flour mill for sale, including shafting, pulleys, hangers, rolls, reels, sifters, etc. All in good condition, knocked down and ready for shipment. Can be inspected in storage at Toledo, Ohio. Further particulars on request. Address Machines, Box 5, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE. One 18" Engleberg Hallstead attrition mill, one 24" Foos mill, two 24" Cogswell attrition mills, one 34 h.p. Miami gas or gasoline engine, one style N. Foos grinder, one No. 7 Bowsher and one No. 10 Bowsher feed mill, one 18x32 automatic steam engine, 100 to 150 h.p. The Orville Simpson Co., Successors to Straub Machinery Co., Cincinnati, Ohio.

WILL SELL VERY CHEAP, 1 No. 9 Monitor dustless double separator, 1 No. 8 Monitor special barley separator, 1 Rochester flax, grain and seed cleaner, 1 double car unloader, 1 car puller, 2 friction clutch pulleys, 2 distributing spouts, 1 fan, 4 Fairbanks hopper scales, 1 4-h.p. steam engine, 1 fire pump, 1 heater and purifier, 6 hopper tanks for boots, 3,000 very good buckets, 4 rubber conveyor belts, 1 20" elevator belt, 1 26" drive belt, perforated zinc sheets, 2 duplex steam pumps, 200 small rope pulleys. LaCrosse Wrecking Co., LaCrosse, Wis.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfree, belt drive; 1-7"x15" Alfree, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

SECOND HAND MACHINERY.—We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sale): Largest stock in the world. Separators—Big lot large and small capacities.

Feed Mills, 7x14 Great Western, 7x14 Nordyke & Marmon, 9x14 Allis, 9x24 Barnard & Lease, all two pair high; 7x14 Richmond, 9x18 Noye, 9x18 Smith, 9x18 Nordyke & Marmon, 9x24 Alfree, 9x30 Wolf, all three pair high. No. 0 Willford three roll, two reduction and many others. **Roller Mills,** 9x30 and 9x18 Stevens single; 9x18, 9x24 & 9x30 Allis, Stevens, Barnard & Leas, Nordyke & Marmon, Case double and 300 more of various makes and sizes. **Attrition Mills,** 19 inch and 26 inch Foos, 30 inch American.

Corn Crushers, No. 7 and 10 Bowsher; No. 1 Foos; No. 2 Triumph; No. 12 Sullivan.

Elevator Belts—A big lot with buckets attached of various lengths and sizes.

Pulleys—A big lot, both wood and iron, from 3 inch to 10 ft. in diameter.

Write for new book “Gump Bargains,” giving complete list all machines in stock. **B. F. Gump Co., Mill and Elevator Machinery,** 431 S. Clinton St., Chicago.

MACHINES WANTED.

WOULD EXCHANGE 16 h. p. traction engine for Alligator box press. W. D. Rapp & Son, Sabina, Ohio.

WANTED—Grain Dealers who are contemplating installing new machinery to use the “Machines Wanted” columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

GASOLINE ENGINES.

ONE 50 H. P. IMPROVED MILLER GAS engine for sale. Gregory Electric Company, 16th & Lincoln Sts., Chicago, Ill.

FOR SALE AT A BARGAIN new and second hand gas and gasoline engines from 10 h. p. to 65 h. p. Muncie Gas Engine & Supply Co., Muncie, Ind.

ONE 15 H. P. FAIRBANKS gasoline engine in good running order for sale at a bargain if taken quick. Address F. W. Scanling, Chrisman, Ill.

ONE 16-H.P. FAIRBANKS-MORSE gasoline engine for sale. First class repair. Price \$400. H. A. Robinson Grain Co., Colorado Springs, Colo.

IF YOU HAVE a gasoline engine for sale advertise in the “Gasoline Engines” column of the Grain Dealers Journal and get quick results.

FOR SALE—One 1,400 h.p. E. P. Allis Reynolds Corliss engine, 32 and 60 inches by 60 inches, tandem compound, right hand with independent condenser and air pump. Address Pillsbury Flour Mills Co., Minneapolis, Minn.

WE OFFER 5, 6, 12, 25 and 50 h.p. Fairbanks-Morse engines for quick sale. Have also a 30 h.p. McVicker like new and many other sizes and styles. State your requirements. Gas Power Engineering Co., Milwaukee, Wis.

GAS AND GASOLINE ENGINES. 1 10-h. p. Fairbanks-Morse. 1 18-h. p. Model. 1 20-h. p. St. Marys. 1 20-h. p. Fairbanks-Morse. 1 25-h. p. Climax. 1 50-h. p. Fairbanks-Morse. Address Cleveland Belting & Machinery Co., 160 Scranton Rd., Cleveland, Ohio.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse. 25 H. P. Columbus. 25 H. P. Fairbanks-Morse. 22 H. P. Fairbanks-Morse. 15 H. P. Fairbanks-Morse. 12 H. P. Fairbanks-Morse. 6 H. P. Fairbanks-Morse. 4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stoney Island Ave., Chicago.

INFORMATION.

ADDRESS WANTED of E. H. Hunt, formerly of Council Hill, Okla.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

STEAM ENGINES—BOILERS.

20 H.P. ATLAS BOILER and engine for sale. Both in good repair. R. W. Van Dyke & Son, Winfield, Iowa.

1 150-H. P. WATER TUBE BOILER and 100 h. p. steam engine for sale. In good condition. Address Boiler, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—1 50-h. p. center crank Erie steam engine, used only 3 years, 1 Gardner hot water pump, 1 Excel attrition grinding mill 24-inch plates, belting, shafting and conveyors. Address L. P. Raymond, Malcolm, Iowa.

STEAM ENGINES.

Corliss & automatic engines all sizes. Throttling engines—horizontal & vertical. Boilers—tubular, portable and water tube. Belting—leather, rubber and canvas. Address Cleveland Belting & Machinery Co., 160 Scranton Rd., Cleveland, Ohio.

REBUILT ENGINES AND BOILERS. ENGINES—CORLISS: 20x48 Whealock, 18x36 Ohio Heavy Duty, 14x42 Hamilton, 14x36 Vitter, 12x36 Allis, etc.

ENGINES—AUTOMATIC: 15x14 Erie, 14½x16 Buckeye, 11x16x12 Buffalo Compound, 13½x15 Taylor, 18x16 Erie, 18x12 Harrisburg-Ideal, 13x12 Phoenix, 12x14 Green, 12x12 Armington & Sims, 11x16 Atlas, 10½x14 Buckeye, 10x14 Noyes, 9x12 Russell, 7x10 Atlas, etc.

ENGINES—THROTTLING: 16x22 H. S. & G., 14x18 Sinker-Davis, 14x14 Lewis Vertical, 12x16 Reed, 12x14 Gibbs, 12x12 Wells, 10x16 Bass, 10x12 Oil Well, 9x12 Ball, 9x10 Reed, 8½x12 Leffel, 7x10 O. & S., 6x8 Industrial, etc.

BOILERS—STATIONARY: 72x18 high pressure, 72x18 standard, 72x16, 66x16, 60x16, 60x14, 54x16, 54x14, 48x14, 44x14, 44x12, 42x12, 36x16, 36x12, etc.

BOILERS—FIRE BOX: 100, 80, 60, 50, 40, 30, 25, 20, 16, 12, 10 and 8 h.p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h.p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h.p., etc.

HEATERS. All sizes, open and closed.

PUMPS: All sizes, single and duplex.

MISCELLANEOUS: Saw mills, lathe mills, edgers, cut-off saws, re-saws, blowers, exhaust fans, tanks, etc. Write for list. Also full assortment of new machinery. Sole manufacturers of the celebrated “Leader” Injectors and Jet Pumps. Send for circular. The Randle Machinery Co., 1748 Powell St., Cincinnati, Ohio.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

GOOD FAIRBANKS R. R. SCALE for sale. Capacity 120,000 lbs. This scale is in good condition and the price is right. Edinburg Farmers Grain Co., Edinburg, Ill.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

FOR SALE one No. 44 Avery portable sacking scale, 120 lb. per discharge. In first class condition. Price \$200. One 50 h. p. steam boiler, complete. In first class condition, make offer. W. H. Hurley, Clinton, Mo.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE in corn belt. Easy terms. Coon Bros., Rantoul, Ill.

OHIO. If you want a money maker buy this plant. 100,000 bu. annually; big retail trade; plant in good repair. Address Snap, Box 5, Grain Dealers Journal, Chicago, Ill.

PUTNAM CO., OHIO. Elevator for sale, 20 M. bu. capacity; building and machinery in first class shape; no competition; inspection solicited. Address S. I. M., Box 5, Grain Dealers Journal, Chicago, Ill.

SMALL TERMINAL ELEVATOR for sale. Nearly new, modern, up-to-date machinery, built for cleaning, mixing and transferring. For particulars address H. E. C., Box 6, Grain Dealers Journal, Chicago, Ill.

ILLINOIS. 100,000 bu. elevator in a community to support the capacity, double corn crib with elevator, practically no opposition, located in town of 1,500 people in the central corn belt of Ill. Address W. M. Vance, Mahomet, Ill.

KANSAS. For sale a new elevator of 10,000 bu. capacity, modern, in the best corn county in Kans. Only elevator at this point. 150,000 bu. annually. Price \$7,500. Address Modern, Box 4, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO. For sale 15,000 bu. elevator and 75 bbl. flour mill combined with coal business. No competition. Well located in western Ohio. Inspection solicited. Price \$7,500. E. C. Brungard, Big Springs, Ohio.

ILLINOIS. One-half interest in elevator and business for sale. I want to keep the other half and manage the business. Will bear close investigation. Do not answer unless you have the money and mean business. Address H. T. X., Box 3, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA. 30,000 bu. cribbed elevator for sale. Good condition and location; gasoline power; live town, two railroads, best section James River Valley. Handle wheat, durum, barley. Price right. Address 1104 Flour Exchange, Minneapolis, Minn.

SOUTH CENTRAL, NEBR.—For sale, 12,000 bu. capacity elevator on C. R. I. & P. Ry; grinder in connection, new automatic scale. Good coal and sand business in connection; good grain point; good competition; price \$3,800. Address Nebr., Box 3, Grain Dealers Journal, Chicago, Ill.

MINNESOTA AND DAKOTA. Ten elevators in Central Minn., eight in No. Dak. Owners wish to retire from business and will sell at a low price and give good terms. Coal sheds in connection. Will divide line if desired. Address Dakota, Box 4, Grain Dealers Journal, Chicago.

OHIO.—80,000 bu. elevator located in city of over 150,000 population; in good condition and equipped to handle all kinds of grain, grind feeds and milling in transit business. An exceptional opportunity at a moderate investment. Will sell cheap. Good reasons for selling. Address Ohio, Box 6, Grain Dealers Journal, Chicago, Ill.

THAYER COUNTY, NEBR. Elevator for sale in wheat and corn belt. Large crop to move this year; nearly all grain is marketed; no cattle feeding; only two elevators in town of 1,200; good school and churches; last year's business 110,000 bu.; can be increased; also coal can be added. Best opportunity in state. Address County, Box 9, Grain Dealers Journal, Chicago, Ill.

INDIANA. 2 elevators in northwestern Ind. for sale. One has a capacity of 80,000 bu., and the other 18,000 bu. Best of shipping facilities; in good grain section; coal and hay business in connection; handle 500,000 bus. of grain at both stations annually. Reason for selling, wish to retire. For further particulars address T. A. H., Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

IOWA—For sale or exchange, elevator. Only one in town. Write P. O. Box 193, Webster City, Iowa.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS OF 25,000 and 12,000 bus. capacity for sale. Doing good business, good territory. Address Pearson & Hayton, Marshall, Okla.

NORTHEAST KANSAS. Good elevator for sale. Doing good business; good competition. Address F. H. C., Box 1, Grain Dealers Journal, Chicago, Ill.

SOUTHWESTERN IOWA elevator and coal business for sale in town of 1,500. Good territory; on own ground. Address I. R. V., Box 10, Grain Dealers Journal, Chicago, Ill.

IOWA. 15,000 bushel elevator in good grain territory for sale. Doing good business; no farmers competition; one competitor. This is a bargain. Address P. I. D., Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN NORTHERN IOWA doing good business, no competition. Past results will show property will pay a high rate of interest on the investment. Cash trade only. Address Iowa, Box 5, Grain Dealers Journal, Chicago.

CENTRAL MINNESOTA, on Great Northern Ry., two modern, nearly new elevators for sale. Large adjacent territory and good competition. For particulars address Marion, Box 6, Grain Dealers Journal, Chicago, Ill.

LINE OF 22 COUNTRY ELEVATORS for sale, all located in good territory; 15 in Minnesota and 7 in North Dakota. Will sell as a line or single. Excellent proposition. Address Proposition, Box 5, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA.—\$7,000 buys the management and controlling interest in a small line of elevators. Can show a splendid dividend every year. Ill health cause of selling. Will accept as part payment western North Dakota land. Address L. L., Box 6, Grain Dealers Journal, Chicago, Ill.

NORTHWEST NORTH DAKOTA.—For sale, two good elevators on Soo line. Half cash, other half on easy payments; must be sold at once; coal business in connection; do not answer unless you mean business. Address Northwest, Box 6, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO corn belt elevator for sale. Favorably located, doing a very profitable business in grain, hay, seed and coal. An excellent town of 1000, two trunk line railroads; plant is good as new and modern. A bargain for you if you will write today. Address Buckeye, Box 11, Grain Dealers Journal, Chicago, Ill.

CENTRAL IOWA. For sale line of five elevators, also cribs, scales and warehouses at seven other stations located between elevators. No competition. Elevators will handle over 100,000 bus. a year each; warehouse stations from 25,000 to 50,000 bus. 75% of corn handled is shipped to feeders yearly. Will net 25% on money. Will sell two-thirds of the business or all; good reasons for selling; terms cash. Address L. O. R. Box 4, Grain Dealers Journal, Chicago, Ill.

OHIO. For sale 30,000 bu. capacity cribbed elevator, also coal sheds, cement house; steam power and all up to date machinery; located in small town, surrounded by some of the best farming lands in the state; good retail trade; sell flour, feed, salt, coal and cement; handle as much or more grain as any elevator of its size; no competition; reasonable price for quick sale. Full particulars upon application. Address E. L. I., Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

IF YOU WANT to sell your business write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ill.

CENTRAL MINNESOTA. 25,000 bu. elevator with fuel and feed business; splendid country; crop principally wheat, with all kinds of coarse grains; good town to live in and for business if handled by a wide awake grain man. Price and terms right. Address Sota, Box 4, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA—20,000 bu. elevator and coal business for sale. Plant practically new; location best in county seat town; grain receipts 500,000 bus.; full set cleaners, 8 h. p. gas engine; coal capacity 200 tons. Owner leaving town account illness. Address N. N. T. Box 4, Grain Dealers Journal, Chicago, Ill.

INDIANA.—For sale, 14,000 bu. grain elevator. Gasoline power, corn cribs attached, also hay and barn 60x80 ft. equipped for handling loose and baled hay. Located at New Haven, Ind. Place in first class condition and doing a nice business. Will sell to a reliable party on a basis of \$1,000 cash, balance \$50 per month. This place can be made to pay for itself and a handsome profit beside. Address The Raymond P. Lipe Co., Toledo, Ohio.

ILLINOIS.—25,000 bu. elevator on Big 4 siding, equipped with complete meal and chopping outfit; do a wholesale and retail business; in 1910 handled 25,000 bu. wheat, 30 cars snapped corn, 400,000 lbs. feed, 2,900 bbls. flour, 15,000 bu. meal; have made a good profit; owner wishes to retire; \$5,000, $\frac{1}{2}$ cash; do not write for curiosity. J. B. Kuykendall Milling Co., Vienna, Southern, Ill.

KANSAS.—Here is a splendid proposition. Transfer elevator, warehouse and separate corn meal mill plant at best rate point for southern shipments, in Kans. Chop mill, kiln drier; big established trade in mixed cars; elevation paid by railway; sold 107 cars red oats this season; making money every day; natural gas fuel; price \$15,000. Don't write unless you mean business. Address Business, Box 6, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS. 50,000 bu. elevator partially on I. C. right of way for sale. Built in 1906; is thoroughly modern in every respect and has handled from 250,000 bu. to 400,000 bu. annually; competition good; Farmers Elevator Co.; manager intelligent and reasonable. Coal business approximates 2,000 tons per annum; only feed business here; town 800 inhabitants, 3 churches, high school; all business buildings modern; community American and Amish. Price \$15,000 cash; price absolute, but could arrange terms. Inspection by interested parties solicited. Reason for selling, broken health. Address Illinois, Box 5, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA. For sale, new modern corn shelling and elevator plant located in the richest and best farming section of Okla., in a rapidly growing town of 5,000 population, with ample railroad facilities, furnishing a good outlet to the best consuming trade of Texas, as well as to the southeastern states. The plant is new having been erected one and a half years ago of the best material and equipped with ample power by gasoline engine, two shuck shellers, automatic and wagon scales and everything necessary to the handling of snap and shelled corn and other small grain with the least expense. There was shipped from this point of the 1908 crop more than 500,000 bu. of corn and a like amount of wheat and oats. For the crop of 1909, 500,000 bu. wheat and oats, 500,000 bu. of corn, while of the 1910 crop the wheat and oats were fully 500,000 bu., and the corn 100,000 bu.; 1910 being the shortest corn crop known in this section for ten years. This is a rare opportunity for some one to establish a good business. If interested address State, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED ELEVATOR OR MILL in exchange for good improved farm. Address Farm, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR TRADE—Good $\frac{1}{4}$ sec. improved Iowa land or $\frac{1}{2}$ sec. wild S. D. land for grain elevator. Iowa or southern Minn. preferred. Address I. J. C., Box 4, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in connection with coal and lumber. State location, give description of town, what competition, price, full particulars in first letter. C. W. Earley, Prophetstown, Ill.

WANTED TO LEASE ELEVATOR in good grain territory, handling 75 to 100 cars per year. Want privilege of buying at any time after Dec. 1, 1911. Best of reference. Address F. V. H., Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED IN EXCHANGE for \$3,000 equity in half section N. D. land; partly broke, all tillable. Have some cash, if necessary, but unless you have an A1 proposition, don't answer. Price must be right. Address Exchange, Box 2, Grain Dealers Journal, Chicago.

WANT TO TRADE EQUITY IN FARM for elevator property. Have 200 acres broken, 10 acres fenced in hog pasture, 30 acres in cattle pasture. House 26x30, barn 57x72, granary 16x32. Farm netted me 7 per cent dividends last year. My equity is \$8,000; mortgages, \$10,000. Address Equity, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

R. W. JETER, The elevator salesman, has buyers for your plant or he has a plant for you if you want to buy. Write him at once. R. W. Jeter, Ashton, Ill.

J. D. CHANCELLOR, Fowler, Ind. I have a fine line of elevators for sale in Benton Co., Ind., at prices from \$8,000 up to \$40,000 and every one a money maker. Let me hear from you.

JOHN A. RICE, Frankfort, Ind. Exclusive elevator broker. Commissions only. Always have the very best offered, all prices, over 600 listed. Reliable and profitable service to both sellers and buyers without exception.

Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to use in keeping record of each day's purchases. Sending carbon copy to home office and retaining original. It saves labor and time and prevents errors in copying.

This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

A sheet of pressboard 6x12 inches is furnished with each book. It is placed between the pages and makes a good writing surface. Three sheets of carbon paper are furnished with each book.

The book is well bound in heavy board covers. Price, \$2.00.

GRAIN DEALERS JOURNAL
255 La Salle St., CHICAGO, ILL.

MILLS FOR SALE.

NORTHERN WISCONSIN. For sale cheap if taken at once, flour and feed warehouse and residence. Business clearing \$1,500 to \$1,800 cash a year. Address C. D., Box 5, Grain Dealers Journal, Chicago, Ill.

MONT FANNIE FLOUR MILL for sale. Capacity 70 bbls.; bungalow, barn and warehouses and 30 acres of land; equipped with water power and electricity; only \$20,000 on terms; a fine place to live; in a fruit and grain section. Write or call on C. M. & G. G. Stackland, Cove, Oregon.

NEBRASKA. The 75 bbl. grist mill at Ashland, Nebr., can be bought at a reasonable price; mill now running, has modern machinery and in first class shape, but other power will have to be provided as the Ashland drainage district has condemned the water right and will remove dam. N. Z. Snell, Lincoln, Nebr.

EASTERN OREGON. For sale an up-to-date feed mill with warehouse in connection, situated on the railroad track; a store building now rented by a general store; a good residence property; business paying well. 180 cars shipped this last season; reason for selling, failing eyesight. For further particulars write Powder Valley Produce Co., North Powder, Ore.

FOR SALE—150 Nordyke & Marmon sifter mill, situated in one of the best wheat growing sections of Eastern Oregon. Good water power. On main line of O. W. R. & N. Ry. Machinery equipment consists of six double roller mills, two sifters, purifiers, reels, grain cleaning machinery, feed mill, etc. Mill recently remodeled. Reason for selling is that the owner lives East and has no time to give the mill his attention. Address Umatilla Ranch Company, North Portland, Oregon.

OHIO. For sale, or will take in a monied partner, our flour and feed mill in good condition and running daily, together with our feed and hay warehouse situated in one of the finest towns in northern Ohio of the L S & M S R R with switch in yard, plenty of grain to keep mill running all the time, great hay center, fine educational advantages. Object of making change to get more capital in the business. Address Capital, Box, 5, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

IF ANYONE who may have had short weights reported on grain shipped to Grand Rapids, Mich., will write me particulars stating over what road shipped, to whom delivered, amount of shortage reported, etc., it may result in benefit to shippers later. A. E. Lawrence, Decatur, Mich.

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator Post Office.....

bus.

State.....

BUSINESS OPPORTUNITIES.

IF YOU ARE SEEKING a business write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ill.

IOWA. For sale, first-class grain, coal and implement business. Cash only. Address C. C. I., Box 11, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS. Grain and coal business for sale. Everything first class; fine town; good money maker, nothing better. Price \$9,500, part cash. Address Bargain, Box 5, Grain Dealers Journal Chicago, Ill.

FEED STORE AND WAREHOUSE for sale. Ships 400 cars hay per year. Good dairy section 10 miles from competition; good schools; very cheap; not much money required; enquire particulars. Address Feed, Box 6, Grain Dealers Journal, Chicago, Ill.

CASH FOR YOUR BUSINESS or real estate. I bring buyer and seller together. No matter where located, if you want to buy, sell or exchange any kind of business or property anywhere, address Frank P. Cleveland, 5951 Adams Express Building, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

MEAL FOR SALE.

OWL BRAND COTTON SEED MEAL for sale. 41-43 per cent protein guaranteed. Standard for 35 years. Write for our booklet, "Science of Feeding." F. W. Brode & Co., Dept. C, Memphis, Tenn.

Advertising

Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

The GRAIN DEALERS JOURNAL

HELP WANTED.

EXPERIENCED ELEVATOR MAN wanted; capable of taking full charge of steam plant elevator; no office work; give full experience in first letter. Address Capable, Box 6, Grain Dealers Journal, Chicago, Ill.

FOREMAN. Live, energetic, pushing young man with elevator and feed mill experience for foreman of forty bu. house and feed mixing plant. Must be able to run 50 h.p. gas engine and get work done. Address Energetic, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—A thoroughly competent man for recleaning seed. One familiar with Clipper and Monitor mills, who fully understands cleaning timothy, clover and other field seeds. Position open July 1. Address Foreman, Box 6, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

PARTNER with \$2,000 wanted in established grain brokerage business. Address Partner, Box 4, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

MANAGER OF COUNTRY ELEVATOR wants position. Experienced and capable; married, and can give references. Address E. L. Reed, Hallsville, Ill.

WANTED POSITION AS MANAGER of country elevator. Experienced, best of references; bond if required. Address T. E. S., Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION by young man as manager of elevator. Good accountant, understand gasoline engines. Not afraid of work. Best reference. Address Accountant, Box 5, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED—POSITION IN ELEVATOR. Experienced, references. Address George, Box 3, Grain Dealers Journal, Chicago.

FIRST-CLASS GRAIN MAN wants position. Experienced and capable, married and can give references. 25 yrs. experience in Central Ill. Address P. E. Myrick, Gen. Del., Rogers, Ark.

WANTED POSITION AS MANAGER of a country elevator. Two years experience, now employed, good references. Address Reference, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED, POSITION AS MANAGER of farmers' elevator of line house. Have had 3 yrs. experience; will furnish best of reference. Address N. C., Box 6, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED AS MANAGER of elevator company. Speak German and English. 7 yrs. experience; best reference. Honest. Address F. K., Box 357, El Paso, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

WANTED—POSITION AS BUYER or manager with some first class grain company where there is a chance for promotion. Have had 10 yrs. experience as buyer and am good judge of all kinds of grain; also have thorough knowledge of bookkeeping. Can furnish best of references as to ability and character; employed at present but wish a change by May 1. Not particular as to location. Address E. H. A., Box 6, Grain Dealers Journal, Chicago, Ill.

GRAIN FOR SALE.

CHICKEN FEED WHEAT in carload lots for sale. Sample sent upon request. The Richter Grain Co., 606 Andrews Bldg., Cincinnati, Ohio.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

CORN AND OATS WANTED in full and split cars. Quote us delivered Pittsburg. mail samples. The Standard Grain Co., Pittsburg, Pa.

WE WISH TO GET PRICES on pigeon feeds of various kinds in car load lots delivered at Newark, N. J. Lehigh Valley R. R. delivery. Newark Grain & Hay Co., Newark, N. J.

GRAIN WANTED. Always in the market for off grade and salvage grain, also barley and barley screenings, pea screenings, kaffir corn, barley skimmings, buckwheat and rye. Send samples. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

MAHOGANY CORN. Can use any part of 40,000 bushels if price is right. Send large sample and lowest price, f. o. b. your station.

SMUTTY WINTER WHEAT. We have an outlet for an unlimited amount of smutty winter wheat. Mail quart sample.

UNSOOUND GRAIN. Any kind or quantity. In quoting, send large samples and lowest price, f. o. b. your station. The Richter Grain Co., Off Grade Specialists, 606 Andrews Bldg., Cincinnati, Ohio.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

ALFALFA—Buy it direct from the producing section. Ask for samples and prices. The Nebraska Seed Company, Omaha, Nebr.

FOR SALE—SEED. Pure medium, mammoth and alsike seed. Write for samples and prices. Nathan & Levy, Ft. Wayne, Ind.

ALFALFA SEED, grown in Artesian Valley for sale. Also cane, millet and kaffir corn. Write for prices. Meade Grain & Seed Co., Meade, Kans.

SEEDS FOR SALE.

SEED CORN. Johnson Co. white, Johnson Co. yellow and Reid's yellow dent. Germination guaranteed. B. F. Cole, Trafalgar, Ind.

SEEDS FOR SALE. Clover, timothy, millet, Hungarian, red top and other field seeds. Write for prices. Illinois Seed Co., Chicago, Ill.

FOR SALE GERMAN MILLET our specialty and we now have a good supply of new crop seed for the market, correspondence solicited. D. H. Clark, Galt, Mo.

SEEDS FOR SALE.

FOR SALE—Kentucky grown orchard grass and Kentucky fancy blue grass, fancy and unhulled red top, car lots or less. Louisville Seed Co., Louisville, Ky.

YOU CAN EASILY find a buyer for your pure seeds and grain by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

COW PEAS. Write us for prices on Whippoorwills in car lots or less. We can save you money. Pittman & Harrison Co., Sherman, Tex.

MINNEAPOLIS SEED CO.

Minneapolis, Minn.



SEEDS

Comply with all State Laws

STOCK PEAS

Tenn. Early Burt Oats
Mam. Yellow Soy Beans

Ask for samples and prices. Come to headquarters for the best SEEDS of every description

OTTO SCHWILL & CO.
SEEDSMEN

Established 1869 MEMPHIS, TENN.

Whippoorwill, Clay,
Black and Mixed
Recleaned Stock
Better than Clover
for turning under

O-A-T-S
Originators of the Famous Gartons Regenerated Swedish Select. Largest Seed Grain Specialists in the World.
White and Black Oats, Wheat, Barley.
Three points to all our Grain.

PURITY—QUALITY—BREEDING
Garton-Cooper Seed Co., 3515 Morgan St., Chicago

OKLAHOMA GROWN SEED CORN

Specially Selected and Distributed by

J. E. FARRINGTON SEED HOUSE
Chickasha, Oklahoma

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

A FEW CARS each of choice mountain grown alfalfa and red clover. Vogeler Seed & Produce Co., Salt Lake City, Utah.

50,000 POUNDS NICE BROOM CORN seed for sale. Early Grain Co., Amarillo, Texas.

CLOVER SEEDS FOR SALE. Bought direct from the local farmers only. Raised in the heart of the very best clover section. Write for samples. Straus, Ackerman & Co., Albion, Ind.

SEED OATS FOR SALE. Swedish select oats, a hardy variety introduced into the country by the department of agriculture. Write for prices. The Henry Philipps Seed & Implement Co., Toledo, Ohio.

SEED CORN PURE BRED grown by us on our own land right in the heart of the corn belt. All corn of choice quality, Reid's yellow dent, improved leaming, Johnson County white dent, improved silvermine, pride of the north and bloody butcher. Can furnish in large or small lots. Write for the free corn book giving full particulars, prices, etc. McGreer Bros., Coburg, Iowa.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments solicited. Send us your samples. "Ask for samples of Medium Clover Seed."

TOLEDO, OHIO

CLOVERS CLIMAX SUPERFINE BRAND. GRASSES

W.H. Small and Company

SEEDSMEN

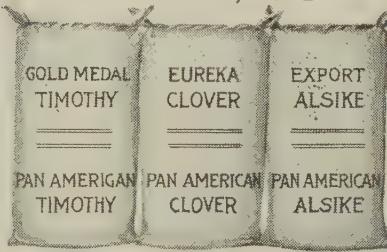
Also RECEIVERS and SHIPPERS OF GRAIN and HAY
EVANSVILLE, INDIANA

CLOVERS



GRASSES

Whitney-Eckstein Seed Co. BUFFALO, N.Y.



Timothy, Red Clover, Alsike, Alfalfa, White Clover, Crimson Clover, Canada Bluegrass, Redtop, Millets, Lawn Seed, Orchard Grass, Seed Grains, Peas, Popcorn, Etc.

Correspondence Solicited

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc
MINNEAPOLIS, MINN.

J.G. PEPPARD BUYS AND SELLS

MILLET, CANE, KAFFIR, POPCORN, SEED CORN, ALFALFA, TIMOTHY, CLOVER, AND ALL KINDS OF FIELD AND GRASS SEEDS

1101 to 1117 West 8th, Near Santa Fe St., KANSAS CITY, MO.

IF YOU WANT

regular country shippers to become familiar with your firm name, place your "ad" here.

SEEDS FOR SALE.

MEDIUM, MAMMOTH and alsike clover seed for sale. For samples and prices write Walter G. Trumpler, Tiffin, Ohio.

MAMMOTH, MEDIUM AND ALSIKE seed for sale. Write for samples and prices. The Elmira Elevator Co., Elmira, Ohio.

SEED BARLEY. Write us for samples and price of the best seed barley in the country. Raised on the bluffs of the upper Mississippi. Also clover and alsike. R. E. Jones Co., Wabasha, Minn.

CHOICE HOME GROWN CLOVER, medium or mammoth, alsike and timothy. Raised in the best seed territory in the United States. In quantities from one bag to car loads. Samples and prices on request. Ask us about seed oats. The Sneath-Cunningham Co., Tiffin, Ohio.

WE HAVE a consignment of turkestan dodderfree alfalfa, crimson clover stored in New York; new crop European alfalfa, red clover, white clover, timothy, Engl. ryegrass, Bromus and Inernus. Apply to our representative, I. L. Radwaner, 229 Broadway, N. Y. City, R. Liefmann Sons, successor, Hamburg, Germany.

SEEDS WANTED.

TIMOTHY, ALFALFA, CLOVER AND seed corn. Supply samples and quotations. The M.G. Madson Seed Co., Manitowoc, Wis.

SEEDS WANTED. Clover, timothy, millet, Hungarian, red top and other field seeds. Write for prices. Illinois Seed Co., Chicago, Ill.

BEARDLESS SEED BARLEY WANTED If any to offer please send sample quoting best price and stating the quantity you have to offer. S. M. Isbell & Co., Jackson, Mich.

SEEDS WANTED. Field, garden and flower seeds; also low grade grain seeds, screenings and tailings for chickens. Send samples; quote prices mixed cars. E. S. Dixon & Co., Houston, Texas.

TIMOTHY, ALFALFA, CLOVER, alsike, seed corn, buckwheat, speltz, hullness and beardless barley, spring rye, black eye marrowfat peas, common German and Hungarian millet seed. Send samples and quote prices. S. M. Isbell & Co., Jackson, Mich.



SEEDS OF QUALITY PRICES that TALK

SHIPMENTS DIRECT from PRODUCING SECTIONS

Quote today's market, Chicago, Mar. 25, 1911. Subject unsold, and market changes. Bags extra at value. No cartage. Terms, Net Cash, subject to Draft with Bill Lading.

	Per 100 lbs.	Fancy	Choice	Prime	Fair.
Timothy	11.50	\$11.00	\$10.50	\$10.50	\$9.50
Med. Red Clover	15.00	14.00	13.25	12.50	
Mam. Red Clover	15.00	14.00	13.25	12.50	
Alsike Clover	15.00	14.50	14.00	13.00	
White Clover	27.50	25.50	22.50	19.00	
Alfalfa Clover	18.00	17.00	16.00		
Alfalfa, Montana	21.00	20.00	19.00		
Ky. Blue Grass	22.50	21.50	20.00	18.00	
Can. Blue Grass	8.00	7.50	7.00	6.00	
Red Top, fancy	15.00	12.50	10.00		
Red Top, unhulled	8.00	6.00	5.00		
Red Top, chaff		1.50	1.00		
Millet, German	2.40	2.30	2.20	2.10	
Millet, Siberian		2.25	2.00	1.85	
Millet, common		2.25	2.10		
Millet, Hungarian		2.00	1.75		
Millet, Japanese		2.00			
Millet, broom corn	2.25	2.00			
Millet, Chick Feed			1.75		
Millet, Impt. yellow		1.85	1.70*		
Millet, Impt. mixed		1.90	1.80		
Sunfwr. Mam. Rus.	2.75	2.60	2.40		
Dwarf Essex Rape		4.00			

Prices are per bushel.

	CORN, PER BUSHEL.
Fodder—	Field—
Red Cob	.75
Leaming	.70
Pride	.75
So. White	.70

*April shipment, car lots.

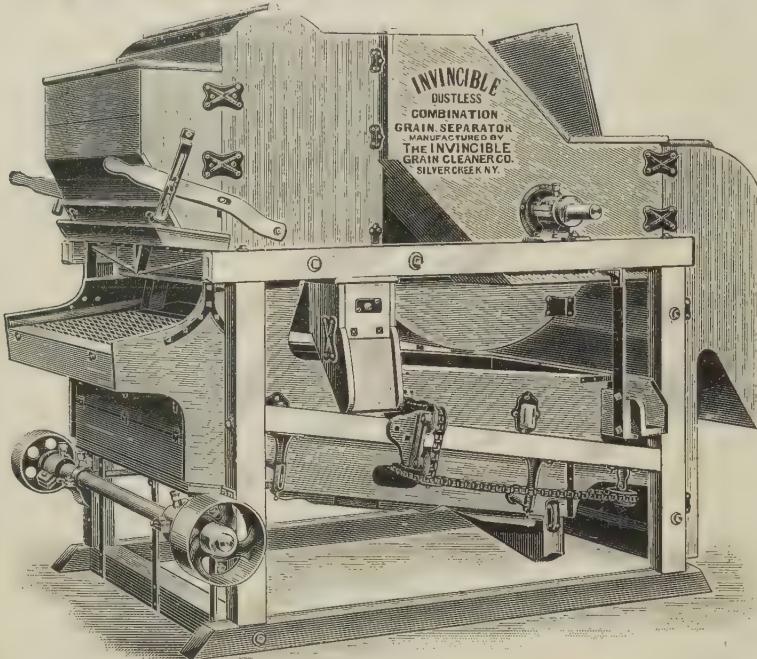
PRICES QUOTED ARE BASIS F. O. B. CHICAGO.

FREIGHT PAID PRICES ON REQUEST

Parties offering the above seed are responsible and guarantee deliveries equal samples.

G. S. MANN, SEED BROKER
Phone Harrison 355
715 Postal Tel. Bldg.
CHICAGO, ILL.

Do Not Overlook It—It Is Designed For Your Use and Will Give You Perfect Satisfaction



If you need a Receiving Separator you would have to search diligently to get a machine that would compare to the INVINCIBLE.

It's just a question whether you prefer to take in the screenings with the wheat at wheat prices or whether you make sure that your good wheat money buys wheat only and not screenings.

The modern way is to clean the wheat from the wagons and pay for the good. That is a legitimate way of getting a proper yield from your dollar.

We send the machine on trial and guaranteed.

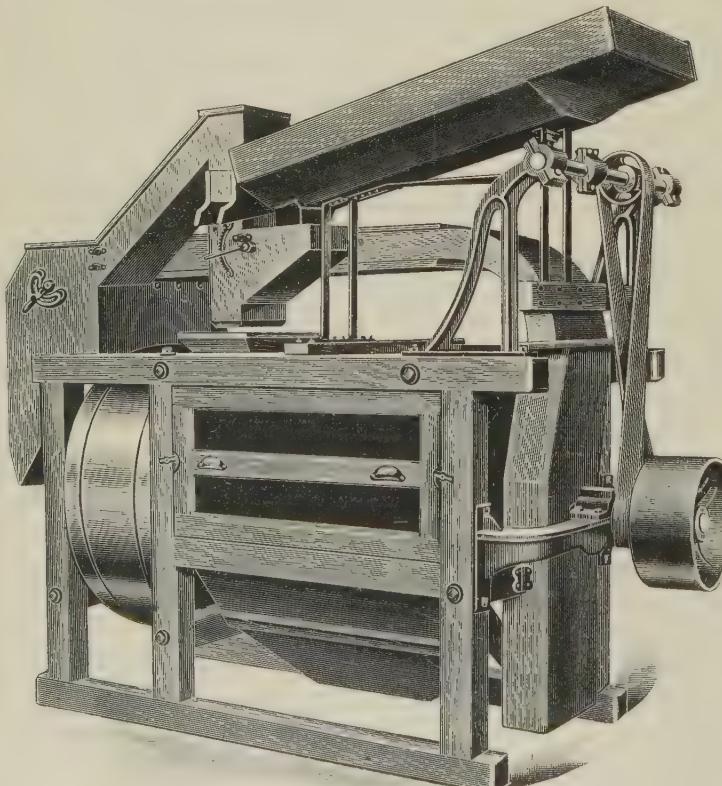
Fully equipped with self-oiling bearings and pitmans of the latest type.

Invincible Grain Cleaner Co., Silver Creek, N. Y.

F. H. MORLEY, Jr., 512 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

REPRESENTED
BY

F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.
F. E. KINGSBURY, Terminal Hotel, St. Lou's, Mo.
STRONG-SCOTT MFG. CO., Minneapolis, Minn.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.



Niagara Oat Clipper

¶ Will clip oats in a thorough and rapid manner with little waste.

¶ Equipped with "carry-by-spout" it makes an ideal cleaner, performing practically the same work as a receiving separator. Special chilled cast iron case and steel beaters.

¶ Built in capacities from 30 to 1,500 bushels per hour.

Richmond Mfg. Co.
LOCKPORT, N. Y.

ESTABLISHED 1863

J. H. Pank, Northwestern Representative,
916 Flour Exchange Bldg., Minneapolis Minn.

GRAIN DEALERS JOURNAL

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your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome

Entered as Second-Class Matter Aug. 5, 1898,
at the Post Office at Chicago, Ill., under Act
of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY
OF CIRCULATION HAVE BEEN
AWARDED THE GRAIN DEALERS
JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

CHICAGO, ILL., MARCH 25, 1911.

CROP REPORTS are always welcome.
Let our readers hear from you.

NOW THAT the frost is getting out of the ground, it would be well to give your wagon scales a careful inspection.

WHEN you have a real cause for complaint against a buyer or commission merchant, be fair and state the facts clearly and explicitly.

THE GRAIN dealer who thinks that the crop of the entire world is a failure because Jack Frost caught wheat in his neighborhood, is too near-sighted ever to profit by judging the future of the market.

ANY NEWS will do to pull an over-sold wheat market, whether it is 15,000 Japs landing at Magdalena, Mexico, or war between Taft's right hand and Diaz' left foot. Have you seen any blood on the moon lately?

A TEXAS man was sucked into a bin of corn at Sherman recently and suffocated. So many lives are sacrificed annually to the open bin, the time must come when grain dealers will be required to place wire screens over their bins or in some way protect them so that children and others, unfamiliar with the suction of the grain, will be protected from its death dealing grasp.

THE GRIEVANCE of many of the corn shippers who are kicking at the moisture test is not with the test, but with the discounts assessed by the buyers who apply off-grade corn on contracts. The only way to avoid distressing discounts is to consign to a commission merchant. Premiums for the "or better" grain can also be obtained in this way.

CURB TRADERS in indemnities, ups and downs or puts and calls are wondering why the sentiment continues so strong against this class of dealers. The abolition of curb trading would surely reduce the opposition to grain exchanges in many quarters. Curb trading narrows the range of prices in the pits and does not increase the pit trading.

UNGUARDED gearing in the cupola of an elevator at Newburg, Iowa, robbed an elevator operator of his clothes and gave him a close run for his life recently. It is not difficult to protect dangerous machinery from the clothing of employees and in the interest of humanity every precaution should be provided. The expense for rails and guards is merely nominal.

THE NUMBER of fires and especially the number of incendiary fires, is sure to be reduced if the different states adopt laws providing for fire marshals and fire inspectors to investigate the causes of fires, prosecute incendiaries and publish causes of fires, thereby placing the people on their guard and reducing the opportunity for other fires to be caused by the same carelessness.

COLLAPSING elevators continue to bear witness to the fact that grain storehouses are not built strong enough to withstand the demands of the business. The latest disaster of this kind occurred at Gurlaw, Ill., where two men narrowly escaped with their lives. Economy which prompts the building of elevators that can not withstand the stress to which they are subjected is in reality profligate waste.

CINCINNATI will have an independent weighing department after this month. The Chamber of Commerce, the railroads and the elevator operators have finally come to an amicable agreement whereby the weighing bureau will be controlled absolutely by the Chamber. This will make the service more reliable, more satisfactory to the shippers and above suspicion of influence by the elevator operators.

A SHORTAGE of 300,000 bu. of wheat in a Kansas City elevator again emphasizes the need of providing more careful checks against the dishonesty of warehousemen who might be disposed to issue certificates for grain in excess of their actual holdings. Many banks and members of the trade have suffered severely in the past by this trick and if no steps are taken to prevent, others will be swindled in the future.

BIG CAR LOAD boosters must not overlook N. P. 73371 from which was unloaded 107,350 lbs. of oats in Chicago, Oct. 18, 1910 or So. Pacific de Mex 9090, which dropped 142,450 lbs. of corn into the Minnesota Elevator, Chicago, March 16, 1910. When you have larger, say so.

LEAKING cars would cause fewer losses in grain shipments if all shippers would study the suggestions on "How to Prevent Leakage" appearing in the Journal from time to time, as is now being recommended by a number of line company managers to their agents. Careless, wasteful methods help no one, but bring many losses and much trouble to both shippers and carriers.

THE OHIO grain trade has long been cursed with more than its share of troublesome scoopers. Just why, has never been explained, but it is well known that the margins in Ohio territory have always been very narrow and not at all attractive to the scooper, but the Ohio variety of disturbers seems to find sufficient satisfaction in the privilege of doing business and is not greatly worried about expenses or profits.

THE DESTRUCTION of a Pennsylvania mill, recited in this number, is traced directly to the wood shingles which had been painted with a mixture that included kerosene oil. To start with shingles should not have been used or even tolerated if once put on. But if coal oil is to be used in the preservation of shingles, all the insurance companies writing such plants will soon have to discontinue business.

THE EXPERIENCE of many grain elevator men who weigh each shipment of grain through an automatic scale is conclusive that automatic scales can be relied upon, and railroads must accept their weights or prove them in error. Many railroad men have also taken this view of the question, and do not hesitate to settle claims on the basis of automatic scale weights where shippers are known to keep scales clean and in working condition.

IOWA will surely become the leading oat state if interested parties continue to offer large premiums for the best Iowa grown oats. Last year the Quaker Oats Co. offered prizes which made every farmer of the state, smile, sit up and take notice, but now the International Harvester Co. has come forward with premiums aggregating \$4,000, all of which are to be distributed by the Iowa Corn Growers Ass'n in premiums for the best Iowa oats. A bill appropriating \$5,000 for grain improvement is also pending before the State Legislature. All kinds of oats are provided for and every farmer of the state will be encouraged to participate, so results should exceed previous years.

COUNTRY SPECULATORS who want continuous market quotations will find it necessary to move to a town of at least 10,000 population, if a rule now under consideration by the Chicago Board of Trade directors is adopted and enforced. While men of means who occasionally buy or sell grain for future delivery are not numerous in the small towns, still many grain dealers in very small stations do much hedging and are just as much entitled to continuous quotations as anyone.

UNIFORM grades of grain are not possible unless the supervising inspectors of the different markets strive to bring about uniform grading under the same rules. It would not be natural for men under different conditions, to place the same construction on all or any of the same rules, unless they did confer. If the inspectors are desirous of carrying out the wishes of the trade and giving it uniform grades as well as uniform rules, they must get busy and do their part toward bringing about real uniformity.

DELAY of grain in transit will occur less frequently if all grain shippers who suffer loss due to deterioration of grain while delayed in transit will sue carrier for damages, as has been done by a Dayton, Iowa, elevator company. The railroad companies are surely liable for any loss occasioned by unreasonable delay of grain, but of course they will not respect the rights of the shipper unless they are compelled to do so. The more suits brot, the more consideration will be given by the railroad claim department.

BETTER FARMING trains are now traversing Michigan and others are crossing Ohio, with the result that many people who never go near a farm are greatly enthused over the idea of producing two blades of grass where only one has grown heretofore. The people want cheaper food stuffs and are all willing to induce the farmer to produce more grain so that they can attain the desired result. The farmer knows he would be better off if he cultivated his field more intensively and intelligently, but he experiences great difficulty in overcoming lethargy and habit.

BUCKET-SHOP operators each month are restricted to smaller and smaller territory. The Federal government is prosecuting its campaign against this institution with ever increasing vigilance, and the state and municipal governments throughout the land are enacting new laws and regulations to protect citizens from the sharp tricks of the bucket-shop operators. Even San Francisco, by unanimous vote, has prohibited the operation of the bucket-shop within the corporate limits. The bucket-shop swindlers have fleeced so many throughout the land, the wonder is they have been permitted to continue business so long.

MICHIGAN shippers have tried long to obtain a reciprocal demurrage law which would insure their demands for cars being given prompt consideration of railroad companies. The last law was knocked out by the courts, and now the railroad commission regulations seem very welcome, but the shippers do not propose to be satisfied and are now working earnestly to secure the enactment of Minnesota's reciprocal demurrage law by the Michigan legislature. This law is fair and reasonable and exacts no unjust requirements, but insures the shipper's orders for cars being promptly filled, and less delay of freight at an initial point.

KANSAS shippers do not take kindly to the extortionate inspection fees of the Kansas grain inspection department and many of them are now marking their B/L "Kansas Inspection Not Wanted" and notifying terminal receiver not to pay for it. The department has authority to inspect only that grain which goes into public grain elevators within the state and under no consideration can force its services upon owners of grain. The charge under the new law of \$1.00 per car is higher than in any other section of the country and is not justified by the amount of business offered or the services rendered. If the Kansas shippers are disposed to hold out against the exaction, the politicians will receive less money than they did under the old law.

AN IMPORTANT decision has recently been rendered by an Arkansas court, which is of direct interest to the milling and grain trade. The Iron Mountain Railway Co. has been enjoined from operating the milling and sacking plant of the Iron Mountain elevator, on the ground that a railroad company cannot operate an elevator except to facilitate the handling of its freight traffic; to engage in manufacturing was to exceed the rights of its charter. It seems perfectly right that railroad companies should be permitted to operate elevators for facilitating the handling of bulk grain. No objection is made to their providing freight warehouses for handling bagged grain. However, it would not be permissible for them to install clippers or cleaners for improving or changing the character of the freight handled through the elevator. The railroads cannot handle the grain crops of the country without elevators, and if terminal elevators are to be operated as public houses, the operators must have sufficient compensation to repay them for time, labor and capital invested. The line drawn by the Arkansas court between the railroad company's right to provide facilities for unloading and storing freight, and its lack of authority to manufacture feedstuffs, is clearly drawn and seems to be fair and reasonable.

CERTIFICATES of weight and inspection have little value unless they are issued by the authority in charge of this service in the market from which they are issued. Private certificates are not and cannot be considered official certificates. When official grades and weights are specified it is understood by everyone in the trade that the certificates are required to be issued by those legally authorized to do so. Carelessness on the part of shippers and interior buyers will, of course, encourage some individuals to impose upon them with fictitious certificates, but any who suffer from such a trick owe their loss to their own lethargy rather than to cunning on the part of the giver of the certificate.

AMONG other inquiries presented in our "Asked-Answered" department, is one for information regarding the shrinkage of wheat. While it is somewhat difficult to determine the shrinkage of one lot of wheat by that of another, still a comparison of the shrinkage under similar conditions must prove helpful. That wheat will shrink is a foregone conclusion, and if it goes through the sweat previous to being thrashed, it is not likely to shrink so much as if it had not done so. The amount of moisture in the wheat at the time it is taken into the elevator, and the conditions of its handling and storage, have considerable bearing on the percentage of shrinkage which is likely to occur. When country elevator operators make a practice of testing every lot of grain stored for any considerable period, they will be able to determine the approximate loss they will suffer by shrinkage during any storage period.

THE COST of handling grain through an elevator is receiving much merited attention. The estimates of W. C. Brown, which were given in Grain Dealers Journal for February 25th, are followed in this number of the Journal with other figures by Charles B. Riley. The subject is one which merits much more attention from country elevator operators than it has received. Too many grain dealers have been doing business in the dark, and have no knowledge whatever of their losses or profits until the end of the year, when the empty elevator and the small balance in the bank convince them that they were trying to do business on too small a margin. If each country buyer was posted as to the actual cost of his handling grain, few would indulge in hot-headed over-bidding contests and more would refuse to do business except on a fair living margin. Mr. Riley's query merits the careful consideration of every elevator operator and we sincerely hope readers will enter into a free discussion of this matter to the end that all dealers will aim to keep a clear record of what they are doing.

RAILROADS who supply old worn out cars for the transportation of grain are as a rule so niggardly in granting reparations to shippers for repairing cars, the wonder is that shippers do not refuse to accept such cars, and go into the courts for the purpose of securing the good cars to which they are fully entitled. The Santa Fe Railroad has made a special study of leaking cars and is now providing burlap to shippers at most of its stations without expense to the shipper for the purpose of preventing leaks. It would be hard to see which profits more by this free burlap, the shipper or the carrier. The result is a marked reduction in leaking car reports at terminals and a great falling off in claims for leaks. Parsimonious carriers have much to learn from the Santa Fe.

WOODEN partitions in steel tanks are decidedly hazardous, if the tanks are near to any wooden structure. This has been found true in a number of flour mills having steel tanks with wood partitions. The burning of the mill or other adjacent buildings has so heated the tank wall as to set fire to the wood partitions, causing much damage to storage plant and contents. We have published notices of a number of losses of this character and in the Kansas news column of this number will be found another. Some of the mutual fire insurance companies making a specialty of this class of risks, are charging two and three times as much for insuring grain in tanks having wood partitions as in all steel tanks, a fact which no man who expects to pay for insurance can afford to ignore.

THE GREED of the railroad companies, who have persistently increased the rentals charged for elevator sites on their right of way, has forced the grain dealers of Iowa to seek protection in a law provided by H. F. 429, which places the fixing of the rental in the hands of the State Railroad Commission. The bill also provides for the payment of damages to owners of elevators located on right of way, just the same as if located on private property. Unless contracts to the contrary are forbidden and declared illegal, the railroads will force grain elevator operators to relieve them from liability for any damages to elevators located on right of way, either from sparks, fire, or derailed cars. Some of the provisions that western railroads are forcing upon lessors of elevator sites are not only ridiculous but extremely unjust and unreasonable. Where elevator men can obtain ground of their own at a reasonable price, they will be much better off and will then be able to have their building rights respected and dispose of their property as suits their own desire or interests.

LEAKING car reports are appreciated by the sufferers, as is shown by a letter published in this number. Let us hear from you when you see a car leaking. Help your brother dealers with a little information.

CARRIER ACCOUNTABLE FOR LOSS IN TRANSIT.

The railroad company was held strictly accountable for loss of grain in transit, whether by leakage or wrongful attachment by a constable, in the recent case of Lillian B. Taucher against the Northern Pacific Railroad Co. The Supreme Court of North Dakota ruled in favor of the shipper on all points, except that her suit should have been brot under an allegation of failure to fulfill contract of shipment instead of for alleged conversion.

Plaintiff on May 3, 1908, loaded 550 bus. of flaxseed into car No. 4077 at Crystal Springs, N. D., for transportation to Duluth. In the same car was loaded 374 bus. of flaxseed owned by plaintiff under a chattel mortgage from the mortgagor, Christianson, under an agreement that the proceeds from the sale of his flax should be applied on his note for \$1,000.

When the car reached Medina, 8 miles from Crystal Springs, it was sidetracked, and two days later the entire contents was attached by a constable on a justice court writ in favor of a creditor of Christianson, who had judgment. The constable removed at least 327 bus. of the seed; and the jury found a difference of 503 bus. between the amount loaded at Crystal Springs by Christianson and the amount taken out at Medina. The trainmen testified there was no leakage. On the facts Judge Spalding said:

Liability of Carrier.—An inland common carrier is an insurer against loss of property consigned to it for carriage between its receipt at shipping point and arrival at destination, when unaccompanied by the consignor, except thru loss occasioned (1) by an inherent defect, vice, or weakness or spontaneous action of the property itself; (2) the act of a public enemy of the United States or of this state; (3) the act of the law; or (4) any irresistible superhuman cause. On proof of the delivery of the property to the carrier in sound condition and of the failure to redeliver it, a sufficient case is made to sustain a recovery for loss by the shipper, and the burden is upon the carrier to exonerate itself from liability in case of loss by showing that such loss was occasioned by one or more of the exceptions mentioned. The loss being shown, the burden would fall upon the appellant in a proper action to excuse itself on some of the grounds above mentioned. It failed to do so as to the 503 bushels of flax. The plaintiff, having proved the delivery and failure to redeliver, would be entitled to recover in an action on her contract or some other suitable form of action.

Duty to Notify Shipper of Attachment.—Appellant railroad company urges that the process or writ by which the flax was attached and taken was regular upon its face, and that this is as far as the appellant or the court is required to investigate in deciding this question. The authorities are uniform in holding that something more than the regularity of the writ of attachment on its face may be necessary. The carrier must notify the shipper of the taking of the property so as to enable him to protect himself by making a defense or otherwise, and, on the failure of the carrier to give such notice, it either becomes absolutely liable or assumes the burden of proving the regularity of all proceedings on which the attachment rested. Without intimating any views as to the first line of authorities, it is sufficient to say that in the case at bar the carrier gave no notice to the shipper of the attachment, and it thereby assumed the burden of establishing the regularity of the proceedings on which the attachment was made.—129 N. W. 747.

LEAKING GRAIN IN TRANSIT.

Grain dealers in all parts of the country can help their brother sufferers in the collection of just claims for loss of grain in transit by reporting to the Grain Dealers Journal, Chicago, for free publication, the initials, number and condition of cars which they see leaking grain in transit, or passing with broken seals or open doors. It is not expected that grain shippers will spend their time along railroad tracks watching for leaking cars, but whenever they do see a car passing in bad condition, they can with little cost help a brother shipper and encourage railroad companies to provide better cars and protection for shipments in transit.

If any of the cars reported happen to be yours, a word to us of appreciation of the service performed will, no doubt, encourage other dealers to keep a more vigilant lookout for cars in a bad condition.

Recently we have received reports on the following cars:

N. P. 36,793 loaded with yellow corn was sidetracked here Mar. 25, the draw bar being pulled out and leaking badly.—Gulshen & Wolf, Odell, Ill.

M. P. 11,918 going west through Claffin, Kans., Mar. 24, leaking corn badly at north side and east end.—The Claffin Grain, Fuel and Stock Co.

I. C. 37170 passed thru Mt. Pulaski on way to Louisville, leaking badly on side and bottom; patched up a little.—E. G. Schafer, mgr. Mt. Pulaski Grn. & Elev. Co.

A. C. & L. 29723 passed thru Lodge, Ill., Mar. 18, going north on Wabash fast freight leaking white corn at side door.—The Lodge Grain & Coal Co.

S. P. 70177 passed thru Dorrance, Kan., Mar. 18, leaking wheat badly at end. In eastbound local and moving too rapidly to repair.—Emmet Cooper, mgr. Farmers Elevator Co.

Maine Central 9331 passed thru Paxton, Ill., in the morning of Mar. 17, leaking oats at grain door.—Tackwell & Filson.

C. N. O. & T. P. 15245, while switching in the siding at Bryce sta., Milford p. o., Ill., broke open alongside of car and perhaps a bushel or more ran out. Train men fixed the leak the best they could, but I do not think it would withstand much bumping.—J. W. Wallrich, mgr. Bryce Farmers Grain Co.

Wabash 60347 passed east on a Wabash fast freight at Tolono, Ill., March 9, leaking white corn badly halfway between the door and the end.—Horton Bros. & Co.

Wabash 60347 passed thru Milmine, Ill., March 9, going east on a Wabash fast freight leaking corn in a stream from side of car directly above the journal.—Hamm Bros.

Wabash 62180 passed thru Tolono, Ill., Mar. 7, leaking yellow corn from side, half way between door and end. No chance to repair.—Horton Bros. & Co.

Ann Arbor 135 passed thru Shepard, Mich., Feb. 17, southbound, leaking oats.—Claude H. Estee.

C. H. & D. 10584 was at Galesville, Ill., in the evening of Feb. 17, with drawbar pulled out. Probably 200 bus. of light mixed corn leaked out, which was left on ground in rain and snow until evening of 18th. Corn was transferred to N. Y. C. & H. R. R. 66664.—Hayes Bros.

Intercolonial 2489 was set out at Austinville, Ia., Feb. 9, on account of east drawbar having been pulled out. About 8 to 10 bus. had leaked out. I think this car was loaded at Archer, Ia.—H. Austin, W. G. A.

I. C. 45031, billed Chicago, passed thru Armstrong, Ill., Feb. 8, going west, leaking oats on south side of car.—C. L. Wood & Co.

C. O. G. 49884 passed thru Navina, Okla., Feb. 7, eastbound, leaking white corn badly at draw bar. On arriving at Navina the conductor tried to patch it up while the crew was switching in yards; but the leak could not be entirely stopped as drawbar was partly pulled out.—Oscar Dow, mgr. Navina Eltr. Co.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

THANKFUL FOR LEAKY CAR RE- PORT.

Grain Dealers Journal: In your March 10th issue we notice reference by Hamman Bros., Milmine, and Horton Bros. & Co., Tolono, on the leaking condition of Wab. No. 60347 and write to thank you for having inaugurated this plan. The car in question was shipped for our account from Iliopolis, and the timely notice of its leaking condition should make the collection of our claim against the railroad company for loss easier than without this testimony. We have written both Hamman Bros. and Messrs. Horton Bros. & Co. thanking them for the interest displayed. Count us as endorsing this plan of reporting. It is good and we hope will meet with general approval.—Very truly yours, Paul Van Leunen & Co., Decatur, Ill.

THE SETTLING OF CRIBBING.

Grain Dealers Journal: I read with interest the article on "Why the Cleaner Rubbed," by Uncle Pedro. It is just such articles as this that will put the elevator owners wise to things that some "would-be" elevator builders do not know anything about. No doubt the elevator mentioned was of cribbed construction, and as ordinarily dry cribbing will pinch together, or telescope $1\frac{1}{2}$ " every 10', it is an easy proposition to see why the cleaner rubbed.

If one is at all observing, when traveling on the railroad (if tracks are free from cars in front) in some elevators, they will notice the siding across the alley way or work floor bent crooked and split, some of it perhaps partly displaced, and if a rolling door is used, it will look

somewhat as tho it was off the track or hanging by one fastener.

If one is interested or of an inquisitive mind, he will go in the elevator and pass down the alley or working space to the track side, and he will find this has been studded from the floor up to the timber carrying the bin wall—the telescoping of the cribbing settling on to this studding, of course, has done the damage. You will find also, in a great many instances, where rafters of dump shed or other shed roofs have been nailed to the cribbed walls, not having independent supports. The result occurring from such practice is well known. In most cases, however, such work has been placed by the owners hiring some local carpenter or barn builder to do his work.—Yours very truly, J. F. Younglove, Sioux City, Ia.

RELATION BETWEEN MOISTURE CONTENT OF CORN AND WEIGHT PER BUSHEL.

Grain Dealers Journal: Referring again to your favor of February 18, calling my attention to a communication which appeared in a recent number of the *Grain Dealers Journal* on "Grading Corn With a Tester," I am pleased to send you under separate cover, a blue print diagram comparing the moisture content and weight per bushel on samples representing 166 shipments of corn from points in Illinois and Indiana, during the months of December and January, as referred to in my former reply concerning this matter, under date of March 1. These 166 cars are represented by 35 shipping points in Indiana and 57 shipping points in Illinois, the approximate localities being shown in the diagram.

In charting these samples I have arranged them in the order of their moisture content. As stated in my former letter, there is a relationship between the moisture content and weight per bushel, the latter decreasing as the moisture content increases. It is quite possible that if these shipments represented corn growing in a given locality under fairly uniform conditions, that there would be less variation in the weight per bushel of the individual lots, so that locally the test weight per bushel might be of more value in grading corn than is indicated by the diagram. While it cannot be definitely stated, it is quite likely that the ship-

ments showing the low moisture content consisted, in part at least, of corn from 1909 crop.

Trusting that this information will give you a better idea as to the results which our work shows along this point, I am, very truly yours, J. W. T. Duvel, Crop Technologist in Charge Grain Standardization, Dept. of Agri., Washington, D. C.

BRACE THE GRAIN CLEANER FIRMLY.

Grain Dealers Journal: The March 10th number contains an article by Uncle Pedro advising that grain cleaning machines shud not be braced from above. From the case at hand it is very apparent that the fan-box of the cleaner was not intended to support the weight of the building. But it shud not be concluded from this that all braces from above are liable to give trouble.

All machines require firm supports of some sort in order to produce the best results. Generally, to fasten firmly at the base is not sufficient. And braces at the sides are always in the way when working around the machine. Overhead braces give stronger support and are more satisfactory and convenient.

It must be remembered that all machines are built upon a frame which is intended to support the machine. And any necessary bracing shud be done from this frame. If this method is followed, there will be little or no trouble caused from the settling of the building.—J. C. C.

Odebolt, Ia., elevators hold between 250,000 and 300,000 bus. of popcorn stored which will be shipped to all parts of the east during the spring.

Linseed oil amounting to 166,685 gallons was exported in the 12 months prior to Jan. 1, 1911, against 255,947 gallons exported in 1909, as reported by O. P. Austin, chief of the Buro of Statistics.

American methods of handling corn are being studied by Sir Thomas Price, commissioner of railways and harbors of the South African government, who arrived at New York Mar. 11 to begin the investigations. Mr. Price states that the South African corn at present is shipped in sacks, but that bulk shipment is contemplated. He believes South Africa could ship 160,000 tons a year.

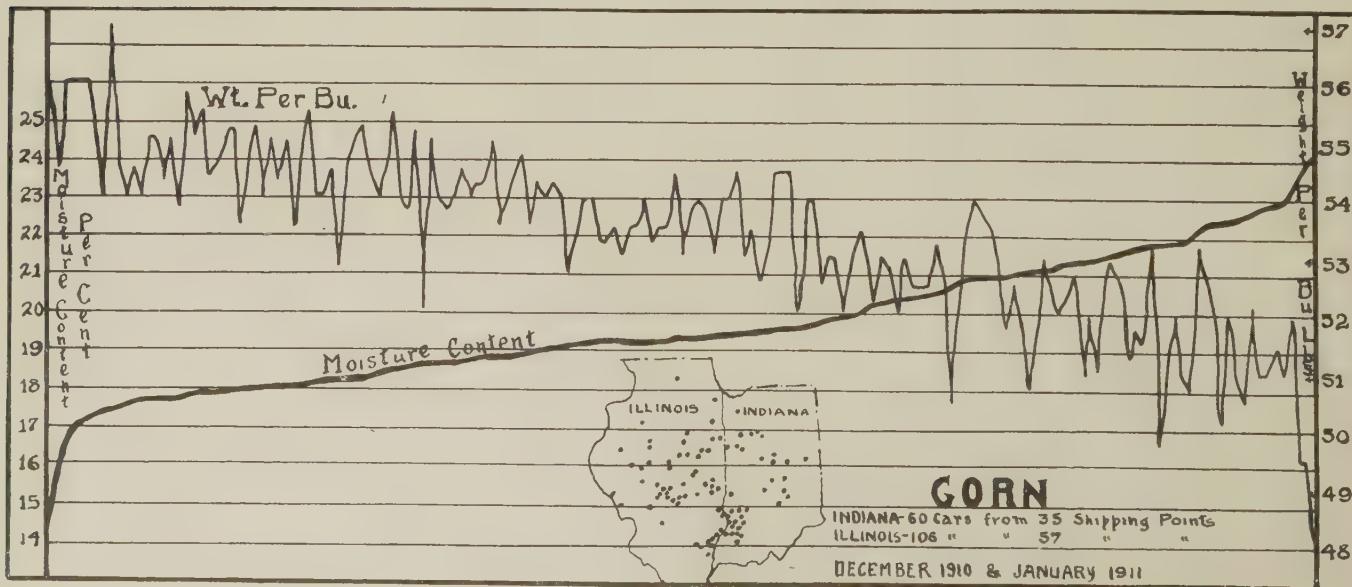


Chart Showing Intimate Relation Between Moisture Content and Weight per Bushel of Corn.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

DESCRIPTION OF PATENT GRAIN DOORS WANTED?

Grain Dealers Journal: Where and how can we find out the different styles of grain doors that have been patented and now are in use?—J. F. Cox Grain Co., Yewed, Okla.

Ans.: The United States Patent Office has granted letters patent upon more than 800 different grain doors; but hardly any of them are in use. All of the grain door patents for over 11 years past have been illustrated and described in "Patents Granted" column of the *Grain Dealers Journal*. The older patents are given in the Official Gazette of the Patent Office, bound volumes of which are found in libraries and in the offices of patent attorneys.

LIABILITY FOR BURNING OF CAR ON SIDE TRACK?

Grain Dealers Journal: Can the Journal give us any information as to decisions covering a case where an elevator which is located on leased ground burned and a car load of grain is destroyed as a result of the fire, the car having been billed out and the grain dealer holding the B/L?

Of course it goes without saying that the ordinary clause in the railroad lease provides that the company is not responsible for fires from engines.—C. A. Burks & Co., Decatur, Ill.

Ans.: By the contract of lease the railroad company can limit its liability for burning of cars on side track, unless the loss resulted thru its own negligence. A decision on this point is published in the *Journal* for Mar. 10, page 382, under caption "Carrier May Contract Against Liability for Loss of Goods on Side Track."

SUIT FOR LEAKAGE IN TRANSIT?

Grain Dealers Journal: On page 353 of the *Journal* we note comment on outcome of suit against a transportation company on account of a shortage in grain. We have a similar suit against the Pennsylvania lines, involving approximately \$1,000, and would like to learn the names of the litigants.—Pendleton Grain Co., St. Louis, Mo.

Ans.: As stated on page 369 of Mar. 10 number of the *Journal* in the 7th paragraph of "Grain Carriers" column, the plaintiff was Leslie G. Loomis of Victor, N. Y., and the defendant the Lehigh Valley Railroad.

Under the Illinois statute approved Apr. 25, 1871, railroad corporations are required to weigh grain and issue a receipt for the correct weight, and to deliver the full amount at destination "without any deduction for leakage, shrinkage or other loss in the quantity." Failing to deliver the full amount the carrier is required to pay the full market value at the time and place of delivery. If the carrier neglects or refuses to weigh the grain the sworn statement of the shipper or his agent shall be conclusive as to the amount shipped.

RIGHT TO REMOVE SWITCH?

Grain Dealers Journal: We note the decision on page 382 of the *Journal* for Mar. 10 that the railroad company is not compelled to put in a switch; and would ask, putting it another way, Can a railroad company remove a switch entirely away or out of reach of the buildings which were on private property, without being liable for damages, the switch having been put in and maintained for a number of years on the right of way near the elevator and warehouse? Will readers of the *Journal* who have any knowledge of the rules governing switches please answer thru "Asked & Answered" column?—Missouri Shipper.

WHAT IS COST OF PAINTING ELEVATOR?

Grain Dealers Journal: I would like to be informed thru the *Grain Dealers Journal*, how much it will cost to get a 30,000-bu. elevator painted; and also where I could get or rent an outfit with which to paint elevators?—J. H. Jenner, Lehr, N. D.

Ans.: The cost of painting an elevator is composed of the material and labor, both depending on very variable conditions. A gallon of paint will cover 200 square feet one coat or 300 feet two coats, varying greatly according to quality of paint and condition of surface. If on wood siding, worn and dry, more paint will be required. Paint costs 95 cents to \$1.80 per gallon in barrel lots, according to quality and freight, and the fluctuations in the price of linseed oil. The cost of labor is always more than the cost of the material, running from 25 cents to 65 cents per hour.

WISHES THE EXPERIENCE OF OTHERS.

Grain Dealers Journal: During September, 1910, we shipped ten cars of corn from Elkhart, Ill., to _____, Indianapolis, Ind., two out of the ten cars graded No. 3 yellow and eight graded No. 4 yellow on which they discounted us TWO CENTS per bushel.

During the same time we shipped seven cars from the same station to J. Rosenbaum Grain Co., Chicago, and all of them graded No. 2 yellow corn.

I have never been able to get a satisfactory explanation of the difference in the grading of this corn. It was practically all the same kind of corn, being first class in every respect.

I would like to know whether any other dealers have had any such experience. This is my first and last experience with that firm.—Central Illinois Grain by Edwin Beggs, Pres., Ashland, Ill.

HOW MUCH DOES WHEAT SHRINK?

Grain Dealers Journal: I would like to learn thru "Asked & Answered" column of the *Journal*, how much shrinkage I may expect on wheat taken into the elevator Sept 1 and shipped the following January, and how much, if held until May 1, provided wheat has gone thru the sweat before being threshed. Would the shrinkage be greater if the grain was taken in before having gone thru the sweat? Does barley shrink more than wheat?—Inexperienced Buyer.

Ans.: Tests of shock threshed and stack threshed wheat made near Fargo, N. D., both samples from the same part of the same field, showed the shock threshed sample to contain 14.8 per cent of moisture and weigh 55.5 lbs. per bu.

while the stack threshed wheat contained 13.2 per cent of moisture and tested 59 lbs. per measured bu. As the shock threshed wheat contained nearly 1 per cent more moisture it would be expected to shrink more in store.

Can You Tell What It Costs to Handle Grain?

BY CHAS. B. RILEY, INDIANAPOLIS.

So much depends upon the cost of handling grain that we have endeavored to procure the information from a large number of active, prudent and successful Grain Men in this State, and submit below a tabulated statement which gives the average results taken from the books of a large number of grain dealers who keep their accounts in such systematic manner that they KNOW what it has cost them for a number of years. The same element of expense enters into the business of practically every grain dealer even if their books are not so kept as to reveal the information.

Compare this statement with your books and experience; you will then see what it costs you to handle grain.

Items of expense in operating an elevator handling an average of 100,000 bus. of grain per annum, either corn, wheat or oats.

INVESTMENT ACCOUNT.

	Wheat.	Corn.	Oats.
Cost or cash value of elevator, \$8,050.			
Interest on same at 6% ..	\$ 483	\$ 483	\$ 483
Interest on working capital, \$4,000, at 6% ..	240	240	240
Insurance on elevator, driveways, etc.	142	142	142
Up-keep on elevator, driveways, etc.	291	291	291
Taxes on elevator, stock and capital ..	57	57	57
Depreciation, elevator, machinery, etc.	357	357	357
Total expense account investment ..	\$1,570	\$1,570	\$1,570
Cost per bu. account investment ..	1.57	1.57	1.57

OPERATING ACCOUNT.

Insurance on grain ..	\$ 87	\$ 87	\$ 87
Fuel, oil, waste, etc.	100	50	75
Postage, telegrams, telephones and other office expenditures ..	98	98	98
Shrinkage in transit and at terminals, per bu., wheat 90c, corn 40c, oats 33c per bushel ..	268	163	158
Shrinkage in handling through house, W. 90c, C. 40c, O. 33c ..	647	283	274
Discount sustained account failure to grade in excess discount saved in purchase price ..	597	460	385
Commission account of sales, wheat 1c per bu., corn and oats $\frac{1}{2}$ cts. per bu ..	1,000	500	500
Inspection and weighing cgs. at terminals, avg. 55c per car ..	55	55	55
Traveling expense ..	62	62	62
Salary, self and others; labor, regular and extra ..	1,268	1,268	1,268

Total expense account operating ..	\$4,182	\$3,026	\$2,962
Less net profit made on side lines ..	500	500	500
Total cost ..	\$3,682	\$2,526	\$2,462

Cost per bu. account operation ..	3.68	2.52	2.46
Plus cost account investment ..	1.57	1.57	1.57

Average cost per bushel .. 5.25 4.09 4.03
If no profit from side lines, add $\frac{1}{2}$ ct. per bu. to above cost.

If you sell f. o. b. deduct 1 ct. and $\frac{1}{2}$ ct. per bushel account commissions, included above.

If you think above statement incorrect, test it by your own experience for the past five or ten years, and write your conclusions to the *Journal*.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Melmore, Ill., Mar. 24.—Twenty per cent of the oats back.—Baker & Feiger.

Paxton, Ill.—Growing wheat in fine condition; considerably more sown than last year.—C. O. Thrasher.

Arrowsmith, Ill., Mar. 16.—More wheat sown last fall than usual; now in fine condition.—J. C. Bane & Son.

Niantic, Ill., Mar. 22.—Sowing oats; corn planting will be soon started.—Lawrence Delaney, of Delaney & Delaney.

Manteno, Ill., Mar. 14.—Corn is in damp condition; mostly grading No. 4. Farmers will sow oats soon.—Leon Euziere.

Kankakee, Ill., Mar. 14.—Growing wheat is looking good; more wheat sown than last year.—E. D. Risser, Risser-Rollins Co.

Lilly, Ill., Mar. 18.—Not very much moving at present; about 20% of corn still in farmers' hands.—H. W. Jefferson & Co.

Kankakee, Ill., Mar. 14.—Little grain moving at present; do not look for any improvement until after oats sowing.—B. E.

Maroa, Ill., Mar. 20.—Corn is in good condition; about 30% still in farmers' hands.—D. S. Williams, agt. Shellabarger Eltr. Co.

Niantic, Ill., Mar. 22.—Considerable corn moving, about 35% of the corn still in farmers' hands.—Niantic Farmers' Eltr. Co.

Gibson City, Ill., Mar. 14.—Corn only in fair condition; 40% still in farmers' hands.—S. A. Ayresman, mgr. Drummer Grain Co.

Arrowsmith, Ill., Mar. 16.—Corn is coming in good condition; grading No. 3; 45% still back in farmers' hands.—F. H. Greenfield.

Paxton, Ill., Mar. 14.—Corn is grading mostly No. 4; 40% of the crop is still in farmers' hands.—M. S. Filson, Tackwell & Filson.

Bement, Ill., Mar. 24.—Considerable corn moving; about 40% of the corn and 20% of the oats back in farmers' hands.—J. F. Sprague.

Mt. Pulaski, Ill., Mar. 24.—Oats sowing just commenced, about 25% of the oats in farmers' hands.—J. M. Kantz, Mgr. H. C. Suttle.

Clifton, Ill., Mar. 14.—Growing wheat looking good; 15% more sown than last year.—W. H. Van Sandt, mgr. R. F. Cummings Grain Co.

Manteno, Ill., Mar. 14.—Growing wheat reported in good condition; acreage is some larger than usual.—H. F. Addems, mgr. West Bros. Grain Co.

Saybrook, Ill., Mar. 16.—We had the most excellent crop of oats this section has ever raised; 20% in farmers' hands.—W. C. Tuttle, Outlaw & Tuttle.

Williamsville, Ill., Mar. 23.—About 40% of the corn and 25% of the oats still in farmers' hands; free movement of corn now.—Prather & Groves.

Saybrook, Ill., Mar. 16.—Corn damp; grading No. 4; 35% of the corn still in farmers' hands.—T. A. Jordan, mgr. Farmers' Grain & Coal Co.

Broadwell, Ill., Mar. 23.—We are having a heavy movement of corn, 60% of the corn in farmers' hands.—Ike Eiserman, Agt. Lincoln Grain Co.

Illinoian, Ill., Mar. 22.—Farmers are hauling considerable corn. Oats sowing has just commenced.—H. C. Roberts, Mgr. Illinoian Farmers' Eltr. Co.

Wapella, Ill., Mar. 20.—Farmers commencing to sow oats; very little corn coming in at present; 30% still in farmers' hands.—J. M. Greene & Co.

Elkhart, Ill., Mar. 23.—We are taking in lots of corn, about 35% of the corn and 20% of the oats in farmers' hands.—Edw. Barry, Mgr. Samuel Mangas.

Arrowsmith, Ill., Mar. 14.—About 30% of the oats still in farmers' hands; holding for higher prices.—Jacob Wyckoff, mgr. Arrowsmith Grain, Lumber & Coal Co.

Mackinaw, Ill., Mar. 18.—Our corn is in fairly good condition; monthly grading No. 3; 30% still back in farmers' hands.—Thomas Blair, mgr. Mackinaw Grain & Stock Co.

Lanesville, Ill., Mar. 22.—Corn in good condition; lots of corn coming in, 40% of the crop still in farmers' hands.—A. H. Kinahan, Mgr. Metcalf & Kinahan.

Gibson City, Ill., Mar. 14.—Growing wheat looking excellent. Oats crop was never better; 25% of the oats still in farmers' hands.—Geo. W. Walker & Co.

Lincoln, Ill., Mar. 23.—Fully 50% of the corn and 25% of the oats back in farmers' hands; elevators are busy taking in corn.—W. H. Holmes, Mgr. Spellman & Co.

Mt. Pulaski, Ill., Mar. 24.—Free movement of corn within last few weeks, 40% of the corn still in farmers' hands.—G. H. Hubbard, Mgr. Mt. Pulaski Grain Co.

Lanesville, Ill., Mar. 22.—Farmers have just commenced to sow oats, prospects for a large crop, 15% of the oats still in farmers' hands.—H. F. Priest, Agt. Mansfield-Ford Grain Co.

INDIANA.

Aboite, Ind., Mar. 16.—Wheat here looks fine. Corn is in bad shape to handle.—J. R. Beach & Son.

Indianapolis, Ind.—Reports from the eastern portion of the state are favorable to a good crop of wheat. Oats acreage will be large. Large quantities of corn are being received by the elevators.—F.

KANSAS.

Scandia, Kan., Mar. 17.—We have had good weather and wheat looks fine. Some farmers have begun to sow oats.—J. W. Weller.

Larned, Kan.—Several farmers in this section say about 30% of the crop is still in farmers' hands. In the western part of Kansas people expect a bumper crop of wheat.—S.

St. Paul, Kan., Mar. 18.—A few weeks ago we feared a drought, but since then we have had fine rains and present prospects promise a large wheat crop in southeastern Kansas.—F. L. Davies, Chanute Grain Co.

Windom, Kan., Mar. 20.—E. Ellwood, Jr., reports early wheat in good condition, but a small acreage in this vicinity; late wheat will be plowed up and put into oats, quite a large acreage of late wheat.—S.

Larned, Kan.—Late wheat in western part of the state is reported in bad condition by G. W. Lawrence, mgr. Pawnee Co. Grain & Sply. Co.; but says that as early wheat is in reasonably good condition with good weather from now on it may make an average crop. Not more than 8% of wheat in this section in farmers' hands.—S.

Sanford, Kan., Mar. 18.—Wheat prospects for coming season are very poor. Thus far this season we have handled 236,000 bus. of wheat but will not handle over 25% of that the coming season. Weather is now favorable for growing wheat, but most fields have only one-third to one-half of a stand. By Mar. 25 we will have sold in this immediate vicinity two cars of oats to seed wheat ground. More spring crops will be planted here than formerly.—J. W. Mead, mgr. Sanford Grain & Sply. Co.

MICHIGAN.

Schoolcraft, Mich., Mar. 24.—Winter wheat in this section is in very bad condition, due to ravages of fly last fall and an open winter.—W. J. Thomas.

MINNESOTA.

Garvin, Minn., Mar. 18.—The season is early, and some field work is done, but no seeding as the ground is very dry.—Peterson & Webb.

MISSOURI.

Columbia, Mo., Mar. 16.—No one could wish for better prospects for growing wheat at this time. About 2% of the old wheat is in the farmers' hands and the mills have enough to run them until July 20. Plenty of corn but very little for shipment.—Boone County Mfg. & Eltr. Co.

NEBRASKA.

Sterling, Neb., Mar. 18.—Wheat never looked better. A big acreage sown; plenty of moisture. Preparing to sow oats; ground in fine shape and a large acreage will be sown. H. R. Gordon, mgr. Sterling Grain & Stock Co.

Sutherland, Neb., Mar. 21.—Notwithstanding the dry weather, early sown winter wheat is looking well. The later sown wheat will come out all right if we get rains soon, double the acreage of last year.—E. W. Briggs & Son.

Blue Springs, Neb., Mar. 10.—No corn moving here on account of low price. No wheat moving on account of there being none left to move. Unseasonably warm weather is causing the wheat to look very pretty, but we all know that this is not the time of year for wheat to make such rapid growth.—R. E. Simmons.

OHIO.

Pavonia, O., Mar. 23.—Bad weather for wheat. Some fields will be put to oats.—W. O. Hughes.

Toledo, O., Mar. 23.—March plowing has been general and unless a hard freeze comes in the next week or so, planting oats will be general. Winter wheat in the vicinity of Toledo is reported in fine condition.—C.

Columbus, O., Mar. 10.—The official report of the Dept. of Agri. places the condition of wheat at 88% compared with 92% in January, and 93% last July. Because of the light covering of snow, early sown wheat suffered from the Hessian fly.

Middle Point, O., Mar. 13.—A decreased acreage of oats owing to the low price. Farmers are holding the present crop over for higher prices. Fully half of the last crop is yet to be marketed. We expect lower prices on hay of all grades.—H. G. Pollock.

Jeffersonville, O., Mar. 20.—Corn about all shipped out. Good seed corn scarce. Wheat not looking as well as a month ago, the black land looking very spotted. The farmers claim the early sowing was injured by fly. The oats acreage will be small compared with other seasons.—Henry Bucher.

OKLAHOMA.

Yewed, Okla., Mar. 18.—The farmers will plow up about 75% of the wheat and put it into oats and corn.—Roy Sappington, agt. Cox & Hanna Grain Co.

Kaw City, Okla., Mar. 9.—At the present time the ground is in pretty good condition. In the last two weeks we have had 4 ins. of rainfall.—W. T. Conklin Grain Co.

TEXAS.

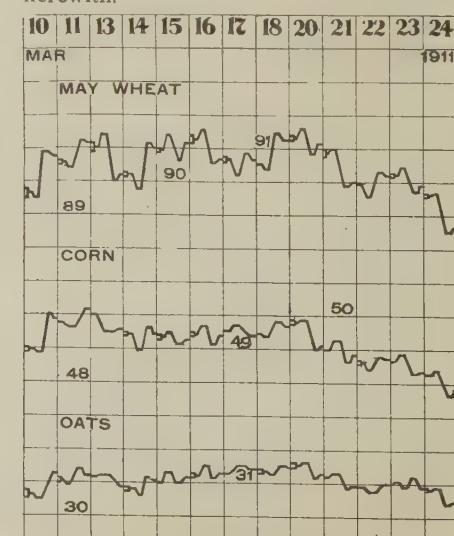
Ft. Worth, Tex., Mar. 13.—Our grain prospect in Texas for 1911 is rather poor. The dry weather during the fall and winter resulted in giving us a very poor growth of wheat. Some of the seed planted never sprouted until January, and I am, therefore, of the opinion that the state cannot make more than a half crop of wheat at best. The fall oats are about in the same condition as wheat. The oats planted in the spring are doing all right, and with favorable weather conditions during next 60 days we should make a good crop of oats. The farmers in Texas will plant a large acreage of corn this year and the lands are in fine condition, being well plowed and thoroughly prepared for a good corn crop.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

WASHINGTON.

Waverly, Wash., Mar. 20.—Fall wheat is looking fine, the only trouble being that the winter was not severe enough to kill all the wild oats. Spring is opening up nicely and farmers are getting ready to seed the spring wheat and oats. Some are plowing now.—W. H. Wierman, mgr. The Waverly Grain Co.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago for 2 weeks prior to Mar. 25 are given on the chart herewith.



**IMPORTS FROM CANADA
UNDER RECIPROCITY.**

In considering the effect of free admission of Canadian grain into the United States the exports of Canadian grown cereals afford a fair basis of calculation.

During the calendar year 1910 exports of Canadian grown cereals included 49,741,350 bus. of wheat, 3,401,730 bus. of oats, 2,044,901. bus. of barley, 923,552 bus. of buckwheat, 105,000 bus. of rye, 17,429 bus. of beans, and 462,759 bus. of whole and 163,280 bus. of split peas, as reported by John W. McDougald, Canadian Commissioner of Customs. The total exports of all cereals was 56,866,513 bus. in 1910; against 59,204,510 in 1909.

Since both the United States and Canada are exporters of grain, the removal of the barrier between the two countries will have practically no effect on the prices paid by the importing countries. Foreigners will have the same number of bushels available from America, since the importation and consumption of Canadian wheat in the United States will displace an equal number of bushels for export from the United States.

Hence those centers of production in the United States contributing the surplus for export will become more permanently established in the export trade to Europe; and centers of consumption in the States will draw either upon the home or Canadian product at will. Consuming and milling centers now situated in the course of transportation of Canadian wheat to Europe will intercept the grain; leaving the southern and western wheat to millers and exporters nearer the point of origin.

To what extent this may be carried is shown by the movement of Canadian breadstuffs in bond thru United States ports. The wheat crop of Canada was 167,000,000 bus. in 1909, and 123,000,000 bus. in 1910. As shown in the foregoing statement of exports, about one-third of the crop is exported; and of the 50,000,000 bus. exported during 1910, 24,137,000 bus. was exported thru United States ports in bond, as reported by O. P. Austin, chief of the Bureau of Statistics, Portland, Me., Boston, New York, Philadelphia and Baltimore, sharing in this movement, the latter to the extent of 2,000,000 bus.

Exports of wheat flour from Canada during 1910 were officially reported as 1,738,038 barrels; and of this 1,166,735 barrels were exported thru United States ports, showing the natural course of movement of Canadian breadstuffs to be thru the eastern states. Thus, with free entry and the removal of restrictions on bonded grain, the United States would consume 25,000,000 to 35,000,000 bus. annually of Canadian wheat. Millers along the northern border, at Minneapolis especially, would not go so far into the southwest for wheat in times of crop shortage; while the millers of the central and southwestern states in turn would have the surplus of wheat to grind for export.

With the development of the Canadian Northwest this shifting of the wheat movement in the southwestern states into an export character would probably become intensified and develop the Gulf ports as exporters of grain.

The effect upon prices is problematic. With both countries having a surplus, there should be no disturbance due to the removal of the duty, other than a local readjustment between certain markets and their new sources of supply.

Instead of prices along the southern border of Manitoba being 10 to 15 cents under the prices in North Dakota, their difference would be based on the cost of transportation to a common market at Duluth or Minneapolis.

In years of crop shortage prices in the United States could not rise above the 25 cents per bu. import duty until after the Canadian crop had been absorbed. Just such a case has arisen the past season in the flaxseed market. Altho flaxseed is an important crop in Canada, it has been insufficient to supply the United States demand. During 1910 the United States imported 9,158,000 bus. of flaxseed on which a duty of 25 cents per bus. was paid. Exports of flaxseed from Canada during the year were only 1,997,648 bus., a quantity totally inadequate to affect the market in the states.

An ass'n of managers of co-operative elevator companies is to be organized if possible at a meeting to be held at Chicago some time in April.

Pres. E. D. Funk, Sec'y G. H. Stevenson and W. H. Young of the Corn Breeders Ass'n made an extensive trip thru South Carolina and neighboring states recently to look over proposed sites for the next National Corn Exposition.

SMUT OF OATS.

Smut and rust are the two most common diseases of oats; and there are two smuts of oats, both of which destroy the grain. In the common or loose smut all the parts of the flower or grain are replaced by a black, powdery mass of spores. Heads of oats affected by this smut are shown in the engraving here-with. In the covered smut the smut spores remain inclosed in the glumes, and still destroy the grain.

Smut is usually more destructive than estimated by observers, and amounts to from 2 to 10 per cent of the crop, writes Professor C. W. Warburton, agronomist in charge of oat investigations, of the U. S. Department of Agriculture. To make a correct estimate of the injury a definite count of the smutted heads must be made, as the smutted heads usually appeared earlier and are shorter than those which bear grain, the latter being more noticeable. At a conservative estimate of 3 per cent the annual loss from this disease in the United States is about 27,000,000 bus. of oats, worth about \$10,000,000.

Both the loose and the covered smuts are easily destroyed by treating the seed oats with formalin in water as described in the Grain Dealers Journal Mar. 10, page 359.



Smut Head of Oats on the right; Head of Oats not Affected by Smut on the left.
After Warburton, Farmers Bull. 424, U. S. Dept. of Agriculture.

The GRAIN DEALERS JOURNAL.

Account Books for Line Elevators.

BY J. C. C.

Simple and clear forms and methods of bookkeeping are essential to the careful and economical management of any business, and hence are worthy of the most thoughtful attention. No man can hope to obtain maximum results if he does not know at all times how every branch of his business is running and what returns it is paying, if any.

Every kind and branch of business requires special forms of books designed to meet the needs of that particular business. Some business men have peculiar forms which are in accord with their own peculiar ideas. Many others have never found forms which exactly suit their needs, but are continually studying other systems in hope of developing their own to the maximum efficiency, convenience and facility.

Line elevator companies, since their business is operated over a broader scope than the single elevator, demand more extensive systems of accounts. Much time and labor have been expended by line companies in developing systems which will be comprehensive and efficient, yet simple and convenient. But many line companies are still dissatisfied with the forms they are using.

AN EXCELLENT SYSTEM, described in the following, is now being used by The Woodbury-Elliott Grain Co., of Muncie, Ind. This system has been developed through many modifications, and is proving quite satisfactory. An expert bookkeeper is employed at the central office where complete records are kept of every business transaction at each station, so that from these books may be learned facts regarding the conditions at any station. The agent at each station sends in a daily report which contains a record of *every* transaction during the day.

Special forms, illustrated herewith, are supplied for each station. These forms have been developed to enable the complete daily reports to be made in the simplest and most convenient manner. Only four forms are kept at each station—a book of Scale Tickets, a combination Cash book and Journal, Shipping Weight Certificates, and a Check Book.

THE SCALE TICKETS are specially printed on original, duplicate and triplicate sheets, arranged in order and bound in book form, five tickets on each page. Each original ticket, with the duplicate and the triplicate corresponding, is numbered in its order, and contains the name of the firm at the top, spaces for the date, kind of grain, name of seller, name of hauler, gross, tare and net weights, number of bushels, price and name of weigher. Every wagon load of grain received is entered on the original, carbon copies being made on the duplicate and triplicate; the original is given to the farmer, the duplicate is sent to the central office, and the triplicate remains in the book as the agent's only record of grain received at his station. An error on one copy of the ticket appears also on the other two copies.

THE COMBINATION Cash Book and Journal is printed and bound in duplicate form so that the agent may retain an exact copy of his daily report to the central office. The pages are large enough for entering all transactions of an ordinary day's business as each contains 33 lines. There is space at the top of the page for the date, and the pages contain columns for the name of the customer and the article, cash re-

ceived, credit accounts, cash paid out, and amount charged. See column headings reproduced herewith. By entering in its proper column the amount of money involved, this form will take care

of any possible transaction. The entries are made in order, the "original" page is torn out and sent to the central office in the daily report, and the duplicate remains in the agent's book. Upon

MANIFEST OF LOADING

At _____

Car No. _____ Initial _____

Loaded with _____

Date Loaded _____ Bushels _____

Placed _____ Released _____

Inside Measurement of Car

Width _____ Length _____

Depth of Load _____

Capacity of Car _____ Order No. _____

Side Door Seals _____ End _____

DRAFT	C K	WEIGHT	DRAFT	C K	WEIGHT
1			16		
2			17		
3			18		
4			19		
5			20		
6			21		
7			22		
8			23		
9			24		
10			25		
11			26		
12			27		
13			28		
14			29		
15			30		
Total			Total		

Weighed by _____

Seeds

A very heavy demand is reported in Indiana for alfalfa seed.

The Sheap-Johnson Seed Co. will build a seed eltr. at Mikado, Mich.

The Canadian government has been asked to appropriate \$50,000 to buy seed grain for poor farmers.

The state law providing for the supply of North Dakota farmers with seed grain provides that the cost of the seed becomes a tax on the land.

The attorney-general of Montana has ruled that a railroad may haul free seed grain to the settlers who suffered from the drouth last year.

The Door County Seed Co. has been organized at Sturgeon Bay, Wis., to deal in seed peas. The company is capitalized at \$15,000, and is backed by L. H. Klinke, J. W. Herbold and Mr. Moore.

Peoria received in February 120,000 lbs. of seeds and shipped 150,000; compared with 90,000 received and none shipped in the same month of last year.—John R. Lofgren, sec'y Board of Trade.

Dean H. L. Russell, director of the experiment station at the Agri. college, University of Wisconsin, reports that members of the Wis. Experiment Ass'n, composed of about 1,500 former students of the Agri. college, last year sold not less than \$300,000 worth of selected seed grains.

A shipment of 25 bus. of white dent seed corn was made recently by L. A. Vogler & Son, of Hope, Ind., to the Transvaal Government, South Africa, at \$6 per bu. Each ear was required to be wrapped separately in paper, and all in 3 bu. boxes.

Frederick S. Radwaner, who has been managing clerk in the foreign department of one of the leading transportation companies, has been taken into partnership with his father, I. L. Radwaner, New York, representing R. Liefmann Sons Successors, of Hamburg, Germany, wholesale seed dealers.

Toledo received during the week ended Mar. 18, 2,585 bags of clover seed and shipped 5,100; compared with 4,900 bags received and 6,100 shipped during the corresponding week of last year. This season's receipts to that date aggregated 60,400 bags, with shipments of 48,400; against 55,200 bags received and 53,800 shipped during the corresponding period of the previous season.

The Canadian government is making arrangements for conducting a thoro inspection of the seed trade this spring. A number of additional seed inspectors are being appointed and the whole Dominion will be covered more thoroly than ever before. The recent amendment to the Seed Control Act fixing a germination standard for the different kinds of seed will make considerably more inspection work, as it is the intention to enforce this section of the Act this year.

April clover seed has been active; the big discount under March being attractive to some bulls. The danger in buying April lies in the fact that by the time it is delivered the season might be over with, but some seem willing to take the chance of there being a demand for the seed up until the first of May. If this proves true the big discount would quick-

ly disappear. October, the barometer of the growing crop, has been more or less active. We hear quite a few complaints from different sections, backed up with buying orders for the October.—J. F. Zahn & Co.

Imports of clover seed during the 12 months prior to Jan. 1, 1911, amounted to 17,505,279 lbs.; exports, 4,758,406 lbs.; compared with 15,034,849 lbs. imported and 14,110,171 lbs. exported during the previous year. Imports of flaxseed in 1910 aggregated 9,158,779 bus.; exports, 4,274 bus.; against 1,479,631 bus. imported and 63,922 exported in 1909. Timothy seed exported in 1910 amounted to 18,045,088 lbs. and other grass seeds valued at \$293,319; against 26,342,842 lbs. of timothy seed and \$633,785 worth of other grass seeds exported the year before, as reported by O. P. Austin, chief of the Bureau of Statistics.

Receipts of clover seed at Toledo are dropping way behind those of last year. To reach last year's total receipts of 72,000 would require 12,000 more the remainder of the season, but at the present rate we cannot hope for much more than 5,000, so that instead of shaping for a break, the market is really working into a strong position. Short sellers realizing this have been among the best buyers. All accounts agree that there is yet a big shipping demand lying dormant, waiting for the spring weather to assert itself. This is true, not only of the East and Canada, which are yet snow-bound, but also of other sections. Shipments last year from now till May 1 were 20,000 bags to a total of 73,000, and as shipments this season are likely to reach that total, this season, we will require 25,000 bags or 8,000 more than present estimated supplies.—Crumbaugh-Kuehn Co.

During February 813 samples were received at the Ottawa Seed Laboratory for germination or purity test. Of these about 12 per cent were sent in by farmers. Of the 278 samples of red clover

seed tested for purity, 35 per cent graded No. 1; 7 per cent were prohibited from sale, 58 per cent being saleable under the Seed Control Act, but not first quality. Of the 96 samples of alsike tested for purity, 17 per cent graded No. 1; 6 per cent were prohibited from sale and 77 per cent were saleable but were not first quality. Seventy-seven samples of timothy were tested for purity, 71 per cent of these being No. 1 and none prohibited from sale. Twenty-two samples of alfalfa were tested for purity, 15 per cent grading No. 1 and none prohibited. During the corresponding months last year, 288 samples of red clover were tested and of these 10 per cent were prohibited from sale; 118 samples of alsike with 13 per cent prohibited; 77 samples of timothy, with none prohibited.—Geo. H. Clark, Seed Commissioner of Canada.

March 1, I went to Chicago and met a number of business men interested in the flax crop of the country. These gentlemen represented nearly all of the great industries which are based upon the flax crop. The question which they had before them for consideration was whether there is a sufficient supply of American flax seed available to keep up the normal acreage of the crop. It was found when all of the information possible was brought together, that the farmers of southwestern Minnesota and parts of North Dakota, were all quite well supplied with seed of good quality; that there appeared to be a fairly good supply of seed in the hands of Canadian farmers and elevator men, but that there was a great, apparent deficiency in the seed supply of northwestern Minnesota and the whole northeastern portion of the state of North Dakota, extending to the western line on the north. The chief source of good seed in North Dakota is in the southwestern corner of the state.—Professor H. L. Bolley of North Dakota.

Since July 1, 1910, twenty-three lots of

WHO SHALL PAY FREIGHT ON WATER.



The Shipper: It seems to me that if the Rail Giant did not have so much watered stock to carry he would be able to transport grain at present rates and realize a handsome profit.—With apologies to the Minneapolis Journal.

clover seed of probable Chilean origin aggregating 370,000 pounds have been imported into the United States. In all of these shipments two kinds of dodder seed characteristic of Chilean red-clover seed are present. At a normal rate of seeding, these shipments are sufficient to seed approximately 46,000 acres, and at this rate of seeding an average of approximately 450 dodder seeds would be sown on each square rod. The sowing of this Chilean seed this spring means that the clover crop on a considerable proportion of the area on which it is seeded will be destroyed by dodder, and farmers should be on their guard against purchasing this seed. Unfortunately most of these importations have gone into the southern part of the clover-producing region where this dodder will undoubtedly prove disastrous. This Chilean clover seed is itself especially fine looking seed, being dark colored and approximately fifty per cent larger in size than ordinary red-clover seed produced in the United States. It will, therefore, doubtless receive a ready sale on account of its fine appearance.—U. S. Dept. of Agriculture.

FROM THE SEED TRADE.

John J. Buffington & Co., Baltimore, Md.: The movement of all kinds of grass and field seeds from our market this season has not been up to our earlier expectations. We are inclined strongly to expect the season to be a long drawn out one, and believe we will have an active demand as soon as the weather is more favorable, and look for the trade to run well into April.

Griswold Seed Co., Lincoln, Neb.: This has been the most peculiar seed season that we have experienced in a long time. It is pretty hard to tell where we are at any time. Considerable clover seems to be in the hands of the farmers thruout this section, but the grade is poor. The dry weather last year seems to have burned the pods, which gives the seed the appearance of being two years old.

Practically no timothy is in the hands of the growers and the seed is not moving out very readily. Farmers complain that the price is too high and that they will wait until next year. They don't like timothy very well, anyway.

We think all the seed men are surprised at the amount of alfalfa that keeps bobbing up. We, and other seed men, used a great deal of last year's stock early in the fall and thought there would not be a great deal of seed to be had this spring, but it seems as if the dry weather was very beneficial to the alfalfa seed crop and almost every farmer who raised any alfalfa has saved one crop for seed. This, as we know, has had an effect on the market during the winter, but the demand is now increasing and we look for a big sale of seed during the summer and next fall.

No bluegrass or alsike is raised thru this section, and demand for bluegrass is light but for alsike seems to be quite heavy. Our farmers raised a big crop of oats over the whole of Nebraska this past season, and for that reason the demand is not heavy. We are having considerable inquiries for seed corn and the demand at the present time points to a good business a little later.

We have been handicapped on account of our new building not being finished, but it is now almost completed and we have been using most of it for the past 30 days. Our wholesale business on the whole up to the present time is a little better than a year ago.

Our mail order trade has been slow

coming in up until the last two weeks. We are under the impression that while the business is late coming in it will be just as heavy and possibly heavier than a year ago.

HUBER SEED BILL.

House Bill No. 10, introduced in the Ohio legislature by Mr. Huber, provides that every lot of seeds of 10 lbs. or more shall be labeled with a statement of name of the seed, name and address of seller, state where grown, and the percentage of purity as determined on analysis by the secretary of the state board of agriculture, who shall charge 25c for a purity test and 25c for a vitality test.

The sec'y of the state board of agriculture is authorized to employ inspectors to go about and sample seeds for analysis and comparison with the label. The provisions of the act do not apply to seed held in storage to be cleaned or for shipment outside the state. The penalty for violation of the law is a fine of \$50 to \$100 or 6 months' imprisonment, or both.

It is expressly stated that the provisions of the act do not apply to persons selling seed to seed merchants; thus this bill affords no protection to the dealer, while one farmer can sell to another farmer any quantity of foul weed seed with impunity.

Section 4 providing for tests by the sec'y of the state board of agriculture is impracticable on account of the loss of time as well as the expense in sending samples and waiting for a report. In many cases the analysis is desired neither by buyer nor seller and involves useless labor and expense.

The effect of this legislation would be discrimination against seed dealers of Ohio in favor of careless farmers and dealers outside the state. The burden on the trade on the basis of a crop of 1,000,000 bus. of clover seed alone in Ohio, or 400,000 bags, at 50c per bag inspection fees, would amount to \$200,000 a year.

Evidently the author of this bill has attempted to copy the analysis and tag tax on feedstuffs and fertilizer in some states, totally oblivious of the fact that these are manufactured articles the output of which can be kept uniform while seeds are a natural product varying one

year with another and in different fields. As no chemical expert is required for the analysis of seeds for purity and vitality and since large seed firms are equipped for this work why should the statement on the label be limited to information obtained from the sec'y of the board of agriculture? Do the farmers of Ohio desire to support a small army of seed inspectors indirectly at their own expense?

The average consumption of corn for the seven years prior to 1910 averaged 1,687,000,000 bus. between Nov. 1 and Mar. 1, as reported by the government; against 1,979,000,000 bus. for 1910. In other words the present rate of consumption for the first four crop months is 292 millions greater than the average for the seven years preceding. Primary receipts thus far exceed those of last year about 12,000,000 bus. Visible supply, and commercial stocks are less than one year ago, which is only another evidence of the increased consumption. The very low prices for cash corn has increased the demand. For several years our crops have been large, but a steadily increasing population and a revival in the export demand for corn and its products, has resulted in consumption keeping pace with production. A few years back three billions of corn would mean disaster to the producer. Today we must raise that amount of corn to provide for absolute home requirements. Any subtraction from a perfect outlook for the next crop could easily add five to ten cents to present prices. Corn is cheap and in our opinion higher values certain. A 3,000,000,000-bu. crop is not a burden but a necessity.—J. P. Griffin & Co.

New Elevator at Miller City, O.

Miller City is in Putnam County, Ohio, on the Nickel Plate railroad. Here we find the new elevator which Ruffing & Missler recently bot from Andrew Ringlein. The house is a 20,000 bu. modern elevator equipped with a Sheller, Revolving Corn Cleaner, No. 5 Monitor Grain Cleaner, a Clipper Seed Cleaner, an Avery Automatic Shipping Scale, and a 35 h.p. steam plant.

In addition to buying and shipping grain this firm handles seed, coal, flour and feed.

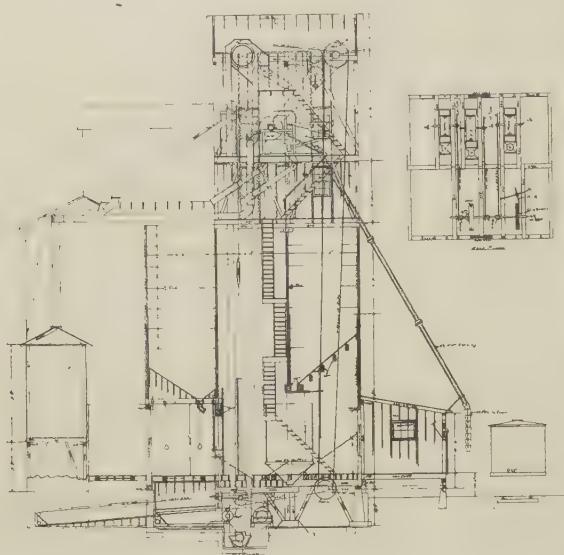


New 20,000-bu. Elevator of Ruffing & Missler at Miller City, O.

A WELL EQUIPPED COUNTRY ELEVATOR.

Fortunate is the grain dealer whose location warrants the provision of so

mills and small elevators; and by 4-strand 1½-in. rope to cupola countershaft. The plant was designed and erected by the Reliance Construction Co., of Indianapolis.



Cross Section and Cupola Floors.

complete an equipment as that installed by A. B. Cohee in his new elevator at Whitestown, Ind. With a good volume of business to handle the possession of adequate facilities makes the operation of a country elevator a source of pleasure as well as profit. This house has a capacity for 50,000 bus. of small grain and 20,000 bus. of ear corn, and is said to be the most complete in Central Indiana.

As shown in the engravings herewith, representing cross section, longitudinal section and ground plan, the cribbed part of the house is 36x38 ft., and the height from track rail to eaves 80 ft. The driveway comes under one row of bins and parallel to it is a second driveway. Beyond this is the ear corn cribs. On the track side is an adjoining 1-story warehouse extending around to the office and feed grinding room above which are small bins.

The brick engine room, 25x24, is detached and 20 ft. from main building, and adjoins the 15x30 ft. frame coal house.

Any kind of a wagon can be dumped on each of the three dumps, as each sink is provided with both drop and overhead dumps, furnished by the B. S. Constant Co. From cribs or dumps ear corn is delivered by chain drags to boot or to a No. 12 Western Sheller in basement.

Three legs with 18x7, 15x7 and 14x7 cups elevate the grain to cupola containing the No. 31 Western Gyrating Cleaner and a very complete arrangement of spouting so that grain can be placed in every bin in the plant from any elevator, and either of the three lofters can be used for loading out grain.

On the ground floor are four additional small legs in connection with feed bins, a 20-in. Monarch French Burr Mill and a cornmeal roll. Included in the equipment are a steel loading spout, 8½ ins., 500-bu. hopper scale on ground floor, 2 platform scales; 8x22 steel frame wagon scale, manlift and No. 16 Clipper Cleaner.

From the 60-h.p. steam engine power is transmitted by 3-in. line shaft under main floor with belt drives to sheller, drags,

NOXIOUS WEED SEEDS.

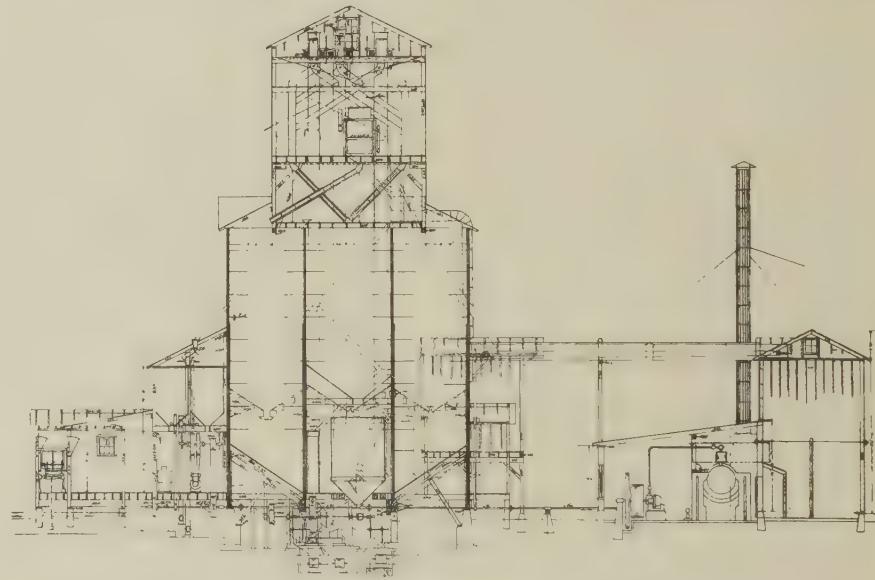
In addition to the score of noxious weeds illustrated and described in the Journal Mar. 10, page 365, Professor Hillman, assistant botanist in the government seed laboratory at Washington, has described those shown in the engraving herewith as being very harmful.

Indian mustard seeds, shown at a in the engraving, are oblong-spherical, averaging larger than those of charlock, light-reddish brown, the surface having a distinct network of fine ridges; taste not pungent; occurring chiefly in seeds of cereals, millets and flax; common in imported flax seed; sometimes mixed with rape seed.

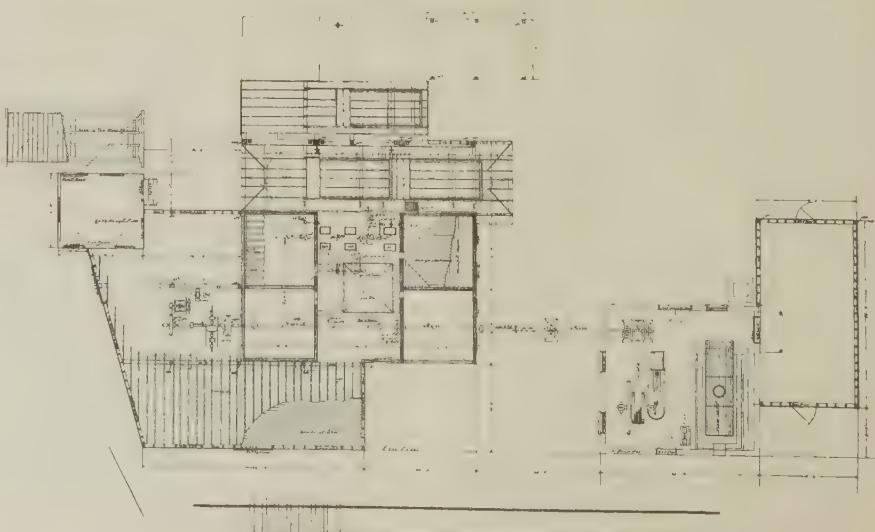
Hare's-ear mustard seeds, b, are oblong, surface granular, dark brown, and if placed in water develop mucilage which forms whitish projecting points over the surface on drying; common in seed of cereals, millets and flax; often in imported seed. This is an objectionable weed of the Northern States.

Tumbling mustard seeds, c, are very small, flattened, oblong and yellowish, often with a greenish line along the side; found in clover and flax seed from the Northwest.

Wild carrot seeds, d, are light brown, oval, flattened, nearly plane on one side



Longitudinal Section.



Ground Plan of Well Equipped Elevator of A. B. Cohee at Whitestown, Ind.

and ridged lengthwise on the other, the ridges often bearing the remnants of whitish spines; common in red clover and in imported alfalfa seeds, sometimes found in grass seed.

Field bindweed seeds, e, are coarse, oval, rounded on one side and angular on the other, gray, owing to numerous light-colored raised spots on the surface; common in seeds of cereals, in flax and in other coarse seeds.

Seeds of the dodders, f-j, as a group are recognized by their dull, finely roughened surface, together with their rounded or angular form and their small size. The slender spirally coiled embryo of the seed, devoid of two cotyledons, is characteristic of dodder seed.

Flax dodder seeds, f, are rounded on one side and angular on the other, many of the seeds united together in pairs; soiled gray in color; found only in flax seed; common in imported seed and in some domestic seed.

Clover dodder seed, g, are very small, nearly spherical as a rule, gray or brown; often distinctly pitted, common in imported clover and alfalfa seeds; not found in grass seed.

Small-seeded alfalfa dodder seeds, h, are similar in size to seeds of clover dodder, but are more oval and angular in form; colors yellowish, greenish or purplish, common in alfalfa seeds from the Western States. Of the dodders infesting alfalfa this is the most widely distributed within the United States. Its

seed is not found in red clover or grass seeds.

The seed of clover dodder and small-seeded alfalfa dodder are sufficiently small to admit of being wholly removed from clover or alfalfa seed of good grade by the use of a sieve of proper mesh (about 20 to the inch). Clover dodder is a menace in any part of the country. Small-seeded alfalfa dodder appears to be naturally confined to the dry regions of the West.

Field dodder, seeds, i, are larger than those of clover or small-seeded alfalfa dodder, rounded on one face and flattened and angular on the other; the characteristic seed scar is a more or less distinct, circular area having a short, raised whitish line in its center; seeds from the Great Basin region gray or pinkish, those from Chile (evident in Chilean red clover and alfalfa seed) reddish brown; found in both red clover and alfalfa seed, commonest in western-grown alfalfa seed and in Chilean red clover and alfalfa. The plants are very destructive to clover and alfalfa.

Large-seeded alfalfa dodder seeds, j, the largest of the dodders found in alfalfa, are variable in size; some are not larger than and are similar to the seeds of field dodder; the largest are nearly circular, rounded and flattened; color gray, greenish or more commonly brown; scar devoid of the raised whitish line to be seen in field dodder and often indistinct; found only in alfalfa seed pro-

duced in the Western States. This dodder does not appear to thrive in the Eastern States. Field dodder and large-seeded alfalfa dodder are termed large seeded because their seeds can not be wholly removed from clover and alfalfa seed. The greater part of the field dodder can be removed by the use of a sieve of 20 meshes to the inch.

Corn gromwell seeds, k, are oval, gray or brown, and being very hard the name "stoneseed" is often applied to them; found in seed of red and crimson clovers, alfalfa, cereals, grasses, etc.

Rat-tail plantain seeds, l, are small, flat, angular and black; the scar in the center of one side; common in seed of clovers and some grasses. Known also as broad-leaved plantain and as Rugel's plantain; a persistent weed.

Buckhorn seeds, m, are smooth, shining, rounded on one side with a deep groove on the other, brown or amber colored, becoming coated with mucilage when placed in water; one of the commonest impurities of farm seeds, often very abundant in seed imported from Europe. Not abundant in alfalfa seed produced in the Western States. Known also as plantain, English or narrow-leaved plantain, and rib-grass.

Ragweed seeds, n, as they commonly occur are somewhat top shaped, usually with a crown of several teeth or spines; the outer covering is often broken away, the seed then appearing pear shaped, smooth and brown; common in American red clover and in cereal grain.

Gumweed seeds, o, are whitish or straw colored, variable in form, sometimes wrinkled; found chiefly in alfalfa seed from the Western States.

Wild sunflower seeds, p, have the form and the striped, mottled appearance familiar in the cultivated sunflower seeds, but are much smaller; common in alfalfa seed and other seeds from the Western States.

Oxeye daisy seeds, q, are very small, but are readily distinguished by the 10 slender, white ridges which extend from end to end, one end usually bearing a knob-like projection; found frequently, but usually not abundant, in clover seed and small grass seed.

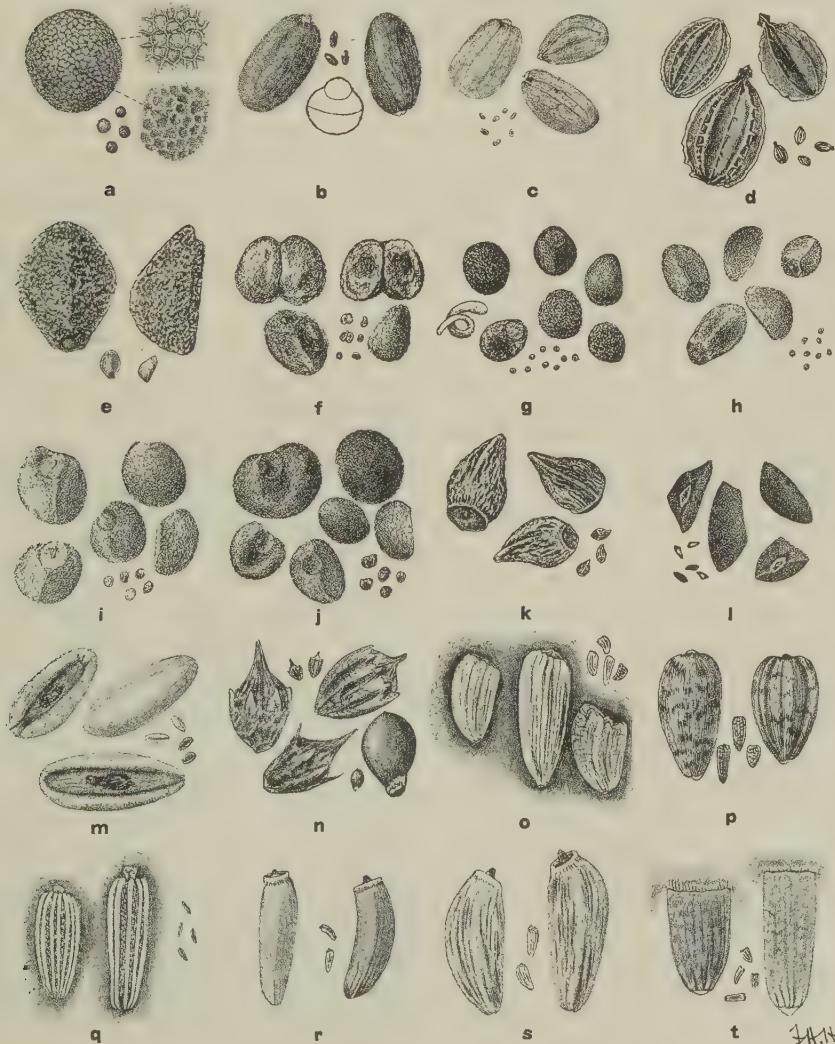
Canada thistle seeds, r, are smooth, light brown, straight or curved, having a cuplike rim at one end, a projecting point often within the rim; found in clover seed, particularly alsike from Canada; sometimes in seed of clover and grasses from Europe.

Bull thistle seeds, s, are larger than those of the Canada thistle, light colored, striped lengthwise with brown, the rim at one end often yellowish; common in red clover, alfalfa and grass seeds.

Wild chicory seed, t, are brown or straw colored, usually mottled; the crown scales at the broader end sometimes rub away; common in imported clover, alfalfa, and certain kinds of grass seeds, occurring in lesser degree in American grown seed.

Buckwheat amounting to 64,049 bus. was exported during the 12 months prior to Jan. 1, 1911, compared with 280,799 bus. exported in the previous year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Corn shud be bot on its merits. If it is No. 3 it shud be graded 3. According to the methods in vogue in Chicago, if corn tests 19 1/4% it is No. 3; if it tests 1/4 of 1% over or 19 1/2 it is No. 4, and the shipper is discounted 2 cts. a bu. This is unjust and unfair.—M. R. Allsup, Maroa, Ill.



Seeds of Noxious Weeds. After Hillman, Farmers' Bull. 428, U. S. Dept. of Agri.

Grain Carriers

One of the biggest shipments of corn from Boston was taken out Mar. 8 by the steamer Devonian. The cargo amounted to 181,000 bus.

Country shippers should avoid straight B's/L on their shipments. Order B/L shud be used, bankers and dealers interested in grain trade demand it.—J. V. Lauer.

The Browne Grain Co., of McKinney, Tex., has been granted reparation of the difference between rates of 31 and 52½ cents on snapped corn from Erath, La., to Miles, Tex.

Commissioner Harlan, of the Interstate Commerce Commission on Mar. 23 heard the two complaints of the Memphis Hay & Grain Ass'n against the St. Louis and San Francisco and Illinois Central.

For rebating on oil shipments from Olean, N. Y., the New York Central and the Pennsylvania Railroad were fined \$35,000 and \$20,000, respectively, March 15, by Judge Hazel of the U. S. District Court.

The Chicago Demurrage Buro reports 184,742 cars as having been subjected to demurrage charges during February, against 245,731 cars during February, 1910, showing more prompt handling of cars by shippers.

The Merchants & Miners Transportation Co. has been found guilty on 14 counts at Savannah, Ga., for violation of the federal law against discrimination in freight rates. The Atlantic Coast Line and the Seaboard Air Line pleaded guilty and were fined \$2,000 each.

The Plano Milling Co., of Plano, Tex., made a complaint recently to the Interstate Commerce Commission on the re-shipment privileges on grain and products. It was requested that the Plano shippers be given the same privileges that are now granted to the shippers at Ft. Worth.

Buffalo grain men believe that a reduced rate eastward and the passing of the reciprocity measure will result in bringing a fleet of grain boats to that city that will be so large that it will be difficult to handle. Such a fleet would bring from 150,000,000 to 175,000,000 bus. of grain.

The investigation of proposed advances in freight rates in western trunk line territory has been published in pamphlet form by the Interstate Commerce Commission as Opinion No. 1509. The investigation of advances in rates in official classification territory has been published as Opinion No. 1508.

The new rules and charges for diverting grain, grain products and hay and straw formulated by all of the leading trunk lines entering Philadelphia will take effect on and after April 1, and full announcements have just been posted on the bulletin boards of the Commercial Exchange. The points specially named by the Pennsylvania, Baltimore & Ohio, and Philadelphia and Reading Railway Companies are Altoona, Milton, Renova, from Canadian ports via Buffalo, Cumberland, Md., and Newberry Junction and Rutherford, Pa., applying principally to car lots.—S.

Navigation promises to open early, and lake carriers are making preparations for a heavy year. A number of companies

have issued notices that they are ready to start out their boats on immediate notice. The lake seamen are still on strike, but it is not thought that this will materially thwart the plans of the carriers.—B.

Roads running east of Chicago have written the Interstate Commerce Commission that they will disregard the long and short haul clause of the amended Hepburn act, instead of filing with the Commission on Apr. 1 a list of the rates on which they desired exemptions. They declare it a physical impossibility to prepare the list in the time allowed.

The Liberty Mills of Nashville, Tenn., have filed a claim for reparation with the Interstate Commerce Commission on account of the advance of 2c per 100 lbs. in the rate on grain from the Ohio river at a time when the company had a considerable quantity of grain on hand, on which it believes the advance should not apply, as it was in transit.

J. C. Lincoln, pres. of the National Industrial Traffic League, has called a meeting at the Waldorf hotel, New York, Apr. 10, to consider Bs/L; legislation relating to Bs/L; natural shrinkage and discrepancies in elevator weights; refund of overcharges in revising billing; uniform classification of freight; tracing of freight and weights to govern in assessing freight charges.

A public hearing at which shippers will be heard will be given Mar. 31 and Apr. 1 in the rooms of the Central Freight Ass'n, Rookery bldg., Chicago, by a sub-committee of the Official Classification Committee, which will receive suggestions on minimum weights as well as package requirements. The general committee will also give a hearing at New York Apr. 10.

The New York Barge Canal Terminal Commission has recommended that an appropriation of \$16,500,000 be made for the construction of terminal facilities at the principal cities along its course. Plans of these terminals and their construction will be under the supervision of the state engineer but these terminals will be operated under the direction of the state superintendent of public works.

Millers have requested that an amendment to grain tariffs be issued that will apply the carload minimum on shipments when the aggregate of non-transit and transit tonnage equals a carload minimum. If this request is not recognized a complaint will be made to the Interstate Commerce Commission regarding what are alleged to be discriminating features in Rule 9.

In the trial of the Great Lakes Towing Co., which the government is seeking to dissolve on the grounds that it is a combination in restraint of trade, Geo. W. Maytham testified at Buffalo, Mar. 22, that while he was formerly one of the principal tug owners on the Lakes he had been financially ruined thru the operations of the trust. Since competition ceased the rates for towing have advanced 180 per cent, said the local manager of the trust.

In reference to the deduction for so-called natural shrinkage made by the carriers in the adjustment of claims for loss on wheat, flax seed, rye, oats and barley, one-eighth of 1 per cent and corn one-quarter of 1 per cent, western roads announce that effective Apr. 1, 1911, except the Illinois Central and Chicago and Eastern Illinois, which will cancel the rule shortly after Apr. 1, as per Supplement 5 to Western Trunk Lines Circular No. 1-E, they will discontinue such deduc-

tion.—W. M. Hopkins, manager transportation department of Chicago Board of Trade.

Lamb, McGregor & Co., of Minneapolis, have complained to the Interstate Commerce Commission regarding the rate assessed by the C. & N. W. and the Omaha on a mixed shipment of flaxseed and wheat from Esmond, S. D. to Minneapolis, the rate on the former being set at 15½c on the minimum weight of the car and the latter at 13½c on the minimum weight, in this way charging two-car weights on the one car. Complainant alleges that the shipments were separated by bulkheads as provided for in the tariff.

The Interstate Commerce Commission has made the following interpretation of the long and short haul clause of the amended Hepburn act: The provision applies to all rates and fares, but in determining whether it contravened, rates and fares of the same kind should be compared with one another—that is, transshipment rates with transshipment; proportional rates with proportional rates, etc. Where, from the absorption of a switching charge it results that the local transportation charge from a more distant point to the point where the property is delivered is less than the total transportation charge from or to an intermediate point. Owing, however, to the practice of absorbing switching charges from competitive and not from non-competitive stations and in view of the fact that much benefit and little complaint results, the commission will, by general order, permit a continuance of this practice, reserving for consideration and determination individual cases which may require special consideration.

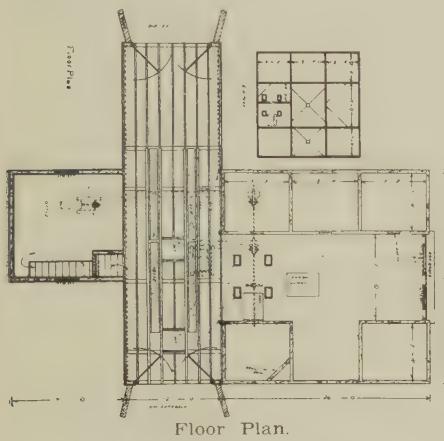
The Duluth Board of Trade made complaint to the Interstate Commerce Commission, Mar. 17, that Duluth is being discriminated against by the railroads of the Northwest in favor of Chicago, Minneapolis and Milwaukee as grain handling ports, and asked for more advantageous rates on grain from the Northwest moving to eastern consuming points. The complaint was directed particularly against the rates from southern North



New Elevator at Danville, Ia.
[For description see page 445.]

Dakota, all of South Dakota and in Minnesota south of a line drawn from Breckinridge to Minneapolis; and avers that in making these tariffs the railroads have violated the long-and-short-haul provision of the law. The Duluth dealers ask for the following readjustment: That rates from southern North Dakota shall not exceed those from northern North Dakota and northern Minnesota to Duluth; that the same rates from southern North Dakota be established for Duluth as for Minneapolis; that rates from South Dakota and southern Minnesota to Duluth shall be the same as from central and northern North Dakota and northern Minnesota to Duluth; that discriminations shall be remedied by the commission, and that the railroads be required to establish thru rates and joint rates based on junctions with the Great Northern-Sioux Falls lines to Duluth, the commission to fix the maximum rate which may be charged.

The Grain Dealers Journal is a fine paper for the grain man.—A. K. Johnson, Lamont, Okla.



Floor Plan.

NEW ELEVATOR AT DANVILLE, IA.

W. A. Hanna, the only regular grain dealer at Danville, Iowa, has just completed the substantial elevator illustrated in the engraving herewith. This house is situated on the line of the C., B. & Q. R. in the extreme southeasterly part of the state and only 12 miles from the Mississippi river.

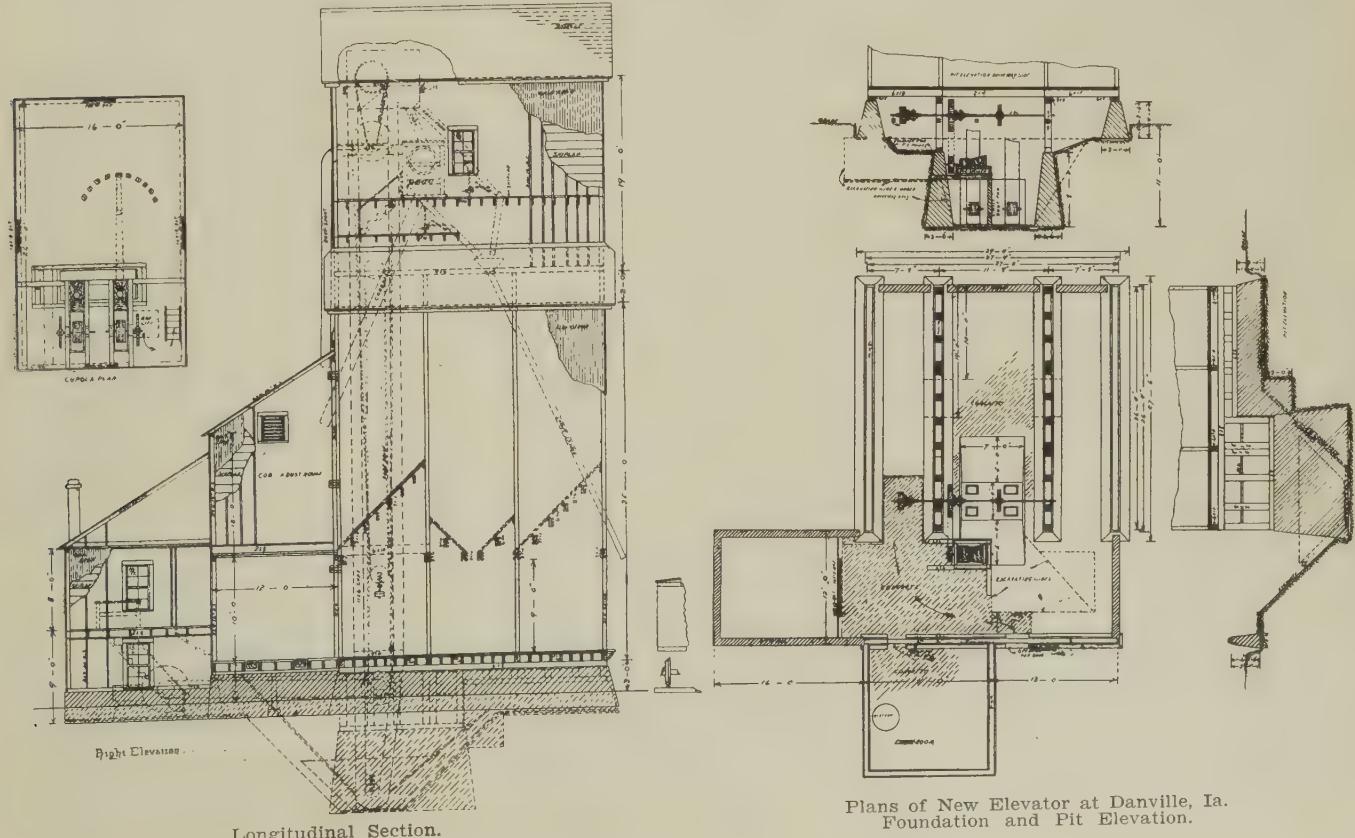
The building is 26x27 ft., cribbed 35 ft. to the plate, and contains 9 bins. It is entirely covered with No. 28 galvanized cross corrugated iron, and roofed with paper composition. Over the driveway, in a lean-to, is storage for cobs and dust. Adjoining is the office and engine room, 14x14 ft.

The equipment includes two stands of elevators with boots set in a large steel pan and having 11x6 cups; two wagon dumps; a No. 1 Victor Sheller under the dump; B & L Corn Cleaner in the cupola; 1500-bu. Avery Automatic Scale on the alley floor; 25-h. p. gasoline engine, and manlift.

From the engine power is transmitted by belt under driveway to line shaft in basement furnished with friction clutch pulley, friction clutch for belt drive to sheller and for cleaner. The transmission to the cupola countershaft is a 2-strand, 1-in. tallow laid transmission rope.

The foundations are of concrete; and concrete floors are placed under the building and driveway, making the house rat-proof. Reproduced in the engravings herewith are floor plan, longitudinal section, cross section and pit elevation. The elevator was designed and erected by the Younglove Construction Co.

We find the Grain Dealers Journal a help in several ways and are always glad when it reaches us.—R. E. Edmisson, Edmisson Bros. Grain Co., Englewood, Kan.



Plans of New Elevator at Danville, Ia.
Foundation and Pit Elevation.

Cobs

The Grain Dealers Journal fills the bill.—I. E. Clark, Walnut, Kan.

The unreliability of crop reports in America has its counterpart in Europe, Mr. W. Balla, an authority in the grain trade, having written a pamphlet exposing the great divergencies between the estimates of the Hungarian Agricultural Ministry and the final figures of the statistical bureau.

Col. Gustave Pabst has offered a magnificent silver trophy valued at \$1,500 to the exhibitor of the best barley exhibited at the land and irrigation exposition to be held in Madison Square Garden, New York, next November. Col. Pabst is interested not only from the standpoint of the brewer, but as a scientific farmer as well.

"Whew, this wheat we are taking in today must weigh heavy, it takes so much power to elevate," said the engineer, mopping his brow. "Yes," said the new helper at the elevator, "I was afraid the belt in the up leg of the elevator would slide downward, so I kept a plank braced against the head pulley all afternoon to keep it from running backward."

The weekly review of a dry goods house in which is included the following statement "Most lines now being sold for fall delivery, such as cotton blankets, ginghams, etc., are already sold beyond production. The present quotations relieve the market of uncertainty and will enable retailers to buy with confidence." This means that there is short selling for future delivery going on in the dry goods business. The same is true more or less in all classes of business and there is nothing mysterious about it, but the general public does not appreciate that the grain business is no different from any other line of business in the underlying principles.—Lamson Bros. & Co.

Grain Trade News

ARKANSAS.

Fort Smith, Ark.—The Western Grain Co. will build an engine room to cost \$400.

Argenta, Ark.—The chancery court of Pulaski County has granted an injunction to the State of Arkansas enjoining the St. L. Iron Mt. & Sou. Ry. Co. from operating the milling and sacking plant of the Iron Mt. Eltr. that formerly belonged to the T. H. Bunch Co. on the ground that a railroad company can not operate an eltr. except for its own use and to facilitate the handling of its traffic; hence it is unlawful for it to operate a milling and sacking plant in connection with its eltr. for the benefit of the public. The court held that under their charters as common carriers railroads have no right to engage in manufacturing enterprises and have no powers outside those expressly granted them in their charters. The case was instituted by the Brook-Rauch Mill & Eltr. Co., the Darragh Warehouse Co. and the Cunningham Commission Co.

CALIFORNIA.

San Francisco, Cal.—W. W. Robinson, the grain, hay and feed dealer of Seattle, has sold his San Francisco plant for \$250,000.

San Francisco, Cal.—By a unanimous vote the board of supervisors passed the city ordinance prohibiting the operation of bucket shops.

CANADA.

Glenboro, Ont.—Joseph Johnson has succeeded Schwalm & Fair.

Vancouver, B. C.—Buckley, Bell & Baker have opened a grain and feed business.

Balgonie, Sask.—The eltr. at this station of the Winnipeg Eltr. Co. burned recently, with 20,000 bus. of grain.

Langham, Sask.—The British American Eltr. Co. has purchased the business and coal sheds here of the Saskatchewan Eltr. Co.

Saskatoon, Sask.—A branch office has been established here by the grain shipping house of W. S. McLaughlin & Co. of Winnipeg and Minneapolis.

Nokomis, Sask.—Locomotive sparks are supposed to have started the fire in the burned eltr. of H. E. Bird, which will be rebuilt this spring.—R. F. R.

Scott, Sask.—Mr. Edwards of Hamiota, who recently sold his line of eltrs. to the Manitoba government, has re-opened negotiations with the Scott Board of Trade in regard to the construction of a mill and an eltr.

Fort William, Ont.—Three of the men who stole grain from the Empire Eltr. a night watchman, a fireman and a teamster, who were apprehended by the mgr. of the eltr., have been sentenced to five years each in the penitentiary.

Regina, Sask.—The eltr. bill promoted by the Saskatchewan government has been passed by the legislature of the province. It provides for government supervision of all eltrs. and permits grain growers' ass'ns to buy the eltrs. in their respective towns.

Winnipeg, Man.—The passage by the Manitoba legislature of a resolution condemning the reciprocity agreement has roused farmers. J. W. Scallion, pres. of the Manitoba Grain Growers Ass'n, has addressed a vigorous letter to farmers in the province, urging them to call meetings and have their representatives in the legislature present to show cause for their action.

Fort William, Ont.—The Fort William and Port Arthur Grain Exchange was constructively organized at a meeting here Feb. 25, with the following members: W. H. McWilliams, J. P. Jones, E. R. Wayland, J. W. Halen, N. W. Patterson, W. J. Ross, F. W. Bell, H. Ryan, Wm. Armstrong, George Eoll, D. W. Black, J. R. Smith, Albert Sellers, A. A. Wilson, J. Wolvin, J. Burns and Dr. T. E. Deane. The membership is to be limited to 300 and it is proposed to sell 100 seats at \$300 each. E. R. Wayland of Fort William is pres.

Ottawa, Ont.—At a hearing, Mar. 10, F. T. Heffelfinger of Minneapolis, Minn., declared to Canadian senators that "if Canada puts thru the grain bill in its present form, large investments which we have made in Canada will be wiped out, as the bill provides that no one can own or operate a Canadian terminal eltr., who deals in grain or is interested in the storage of grain in any other form. We have control of terminal eltrs. at Fort William and Port Arthur and own and operate a great many country eltrs. in western Canada, in which we have invested over \$3,000,000. We deal in grain. We are the largest grain dealers in Canada. We have to buy grain as part of our business. This bill will prevent our continuing in business." His statements were supported by W. D. Douglas and A. N. Searle representing Minneapolis firms and by F. B. Weils. Mr. Searle said he would be willing to have the employees appointed by Canada but it was necessary to the continuance of the business that a grain firm be allowed to deal in grain, control country eltrs. and operate terminal eltrs.; and he did not object to the strictest inspection of the terminal eltrs. at Fort William and Port Arthur.

COLORADO.

Holyoke, Colo.—B. N. Osburn, who was mgr. for us last year, is not now in the grain business.—S. T. Thompson, pres. and mgr. Farmers & Merchants Grain Co.

Denver, Colo.—The annual meeting of the Colorado Grain Dealers Ass'n has been postponed until some time in June. The date will be announced soon.—G. S. Clayton, sec'y.

Seibert, Colo.—I am the only grain dealer at this point, am now using bins but have bot a lease of the R. R. Co. and will build an eltr. this season if crop conditions warrant.—W. Glaister.

Trinidad, Colo.—The Quilitch Improvement & Vehicle Co. took over the business, Feb. 15, of Quilitch Bros. Grain Co. which was dissolved, and will handle grain in connection with its other lines.

ILLINOIS.

Disco, Ill.—H. E. Stevens has installed a Boss Car Loader.

Paxton, Ill.—I will repaint my eltr.—Chas. Shelby.

Maroa, Ill.—I will build an addition to my eltr.—Elliott James.

Dewitt, Ill.—P. D. Getty & Co. have bot the eltr. of H. W. Bailey.

Altamont, Ill.—Oscar Wilmeth has bot the eltr. of George Stroble.

Ludlow, Ill.—R. M. Hodam is the new mgr. for the Farmers Eltr. Co.

Edinburg, Ill.—The Edinburg Farmers Grain Co. has invested in a Boss Car Loader.

Zook Sta., Danvers p. o., Ill.—Farmers are organizing and will build an eltr. this spring.

Doran, Ill.—The Farmers Grain Co. has increased its capital stock from \$10,000 to \$20,000.

Winchester, Ill.—Farmers are organizing an eltr. company to have \$12,000 capital stock.

Auburn, Ill.—P. S. Bronaugh has bot the eltr. of J. W. Bronaugh, to take possession Apr. 1.

Prentice, Ill.—The Farmers Grain Co. has increased its capital stock from \$8,000 to \$20,000.

Decatur, Ill.—O. H. Connell & Co. have moved their offices to the Citizens Title & Trust bldg.

Champaign, Ill.—C. A. Dickey, the grain dealer, was married recently to Mrs. Kate Yancy of Decatur.

Ocoya, Ill.—I. succeeded W. A. Worth as mgr. for the Farmers Eltr. Co., Mar. 1.—Omar P. Wagner.

Clifton, Ill.—We will repaint all of our eltrs.—W. H. Van Sandt, mgr. R. F. Cummings Grain Co.

Kerrick, Ill.—Andrew Lantz was re-elected pres. of the Kerrick Grain Co. at the recent annual meeting.

Forsythe, Ill.—We are installing a Western Cleaner in our eltr.—L. P. Bowden, agt. Shellabarger Eltr. Co.

Charlotte, Ill.—The Farmers Grain Co. has installed a new Richardson Automatic Scale.—J. W. Ford, Jr., mgr.

Farmer City, Ill.—P. D. Getty & Co. have bot the two eltrs. of Bartlett, Frazier & Co. here and at Kumler, Ill.

Boynton sta., Delevan p. o., Ill.—During January the Burt & Richmond Grain Co. took in about 30,000 bus. of grain.

Filson, Ill.—Kaga & Gray will take down their eltr. and replace it with an up-to-date plant some time this year.—G.

Cornell, Ill.—The Cornell Farmers Grain Co. has installed a 45-in. Constant Safety Manlift; McAllister & O'Connor have the contract.

Piper City, Ill.—George D. Montelius, pres. of the Illinois Grain Dealers Ass'n, is in a Chicago hospital suffering from diabetes.

De Kalb, Ill.—Ed Conline has bot property for \$11,000 and will remodel the present buildings into an eltr. and a custom grinding mill.

Warrington sta., Kansas p. o., Ill.—Campbell & Ashmore will take down their old eltr. and build an up-to-date plant on the same site.—G.

Woodhull, Ill.—L. S. Griffith has been chosen pres. and J. L. Carnes, sec'y for an eltr. company that will have not less than \$7,000 capital.

Claytonville, Ill.—The recently incorporated Claytonville Farmers Grain & Coal Co. has purchased the eltr. here of A. D. Ricketts & Co.

Oneida, Ill.—The Farmers Eltr. Co. is considering building an eltr. this season on the site it purchased last year. W. F. Tiffney is the new mgr.

Fisher, Ill.—The Fisher Farmers Grain & Coal Co. will build an addition to its power house, 10x12x10, in which a feed grinder will be installed.—G.

Decatur, Ill.—J. L. Hight of Decatur and George L. Hight of Walker will soon open an office in this city, to buy grain and do a general brokers' business.

Farmer City, Ill.—The Cleveland Grain Co. has sold out its business here. S. Crumbaugh of Le Roy, Ill., bot the eltr.—John W. Kendall, mgr. C. Grn. Co.

Raven, Ill.—The Raven Eltr. Co. will replace the shingle roof on its eltr. with one of metal and is considering building an oats storage and a standard gasoline power house.—G.

Champaign, Ill.—M. L. R. Tankersley of Tankersley & Co. has taken C. E. Johnson, who belongs to a wealthy Champaign family, into membership in the firm without change in firm's name.

Rantoul, Ill.—The eltr. of Crane & McCullough recently caught fire from locomotive sparks but was saved by a bucket of water; no loss. The shingle roof will at once be replaced by metal.—G.

Cerro Gordo, Ill.—C. A. Burks of Decatur is considering building an eltr. at this station and putting it in charge of Charles Moore, formerly mgr. of one of the eltrs. of the Cerro Gordo Grain & Coal Co.

Springfield, Ill.—Speaker Adkins' bill preventing monopolies by prohibiting trade discrimination in selling commodities cheaper in one section of the state than in another, has been favorably reported by the committee on miscellaneous subjects.

Bloomington, Ill.—P. D. Getty & Co., organized with a capital stock of \$20,000 to deal in grain, took possession Mar. 1 of the eltrs. it recently bot at Kumler, Farmer City and Dewitt, Ill. L. E. Slick is a member of the new firm.

Findlay, Ill.—The Findlay Grain & Coal Co. will build on the site of its old office a new brick office building, 18x34 ft., and will heat it with steam from the engine house. It plans to make this one of the best equipped grain offices in the state.

McConnell, Ill.—The partnership between the B. P. Hill Grain Co. and William J. Wachlin has been dissolved to take effect Apr. 1. He has bot the company's grain, coal, feed, salt and seed business at this station and will conduct it alone.

Champaign, Ill.—H. I. Baldwin & Co. of Decatur will open an office in this city, Apr. 1, in charge of W. P. Foote, Mr. Baldwin's son-in-law, who has been conducting an eltr. at Sadorus for the last year. He will continue to manage that and the one at Ivesdale.

Toluca, Ill.—The recently incorporated Toluca Farmers Eltr. Co. will build an eltr. J. J. Donelly has been elected pres.; Fred Winkle, vice pres. and treas.; these with J. E. Hatton, J. Fecht, Roscoe Ball and Henry Christ will serve as directors; capital, \$10,000.

Forreston, Ill.—We have purchased the real estate owned by C. A. Beebe at Forreston, including the eltr., warehouses, corn crib and coal sheds and the lease he held for the eltr. at North Forreston was assigned to us.—A. Young, sec'y B. P. Hill Grain Co., Freeport, Ill.

Forreston, Ill.—Besides the two eltrs. having a combined capacity of 60,000 bus., recently purchased by the B. P. Hill Grain Co. from C. A. Beebe here and at North Forreston, the company operates eltrs. at Freeport, Evarts, Lena, McConnell, Seward, Baileyville, Red Oak, Haldane and Woosung, Ill.

Yutan sta., Bloomington p. o., Ill.—The Farmers Eltr. Co. is tearing down its eltr., built ten years ago, to begin construction March 27, on a 15,000-bu. house to be equipped with up-to-date machinery including a manlift, wagon scale and an Avery Automatic Scale. Orr & Newell have the contract.

Gardner, Ill.—The Goodfarm Grain Co. incorporated to deal in grain, seeds, coal and lumber; capital stock, \$5,550; incorporators, C. J. Schrotberger of Gardner, James A. Small and M. H. Munson. This is a farmers' company named after Goodfarm Township, Grundy County. It has an eltr. under construction on the C. & A. between here and Dwight.

Springfield, Ill.—A vicious bill regulating insurance rates has been introduced in the legislature by Mr. Chamberlain as Senate Bill No. 61 and recommended for passage by the committee on insurance. The bill has been ordered to third reading. It provides that all insurance companies after written request shall file with the state insurance superintendent a copy of their rate schedules so that the superintendent may calculate whether the insured is paying the established rate on any specific risk, or enjoying a rebate from the premium, in which case the agent or broker guilty of cutting the rate shall be fined \$25 to \$200 or committed to jail not exceeding

30 days. The penalty on the insurance company is \$500 to \$1,000 fine. Since insurance companies are not public service corporations and enjoy no special privileges of monopoly this legislation is an unwarranted restriction on their right to discriminate between risks; and is in restraint of the competition which benefits the insured.

Galva, Ill.—Three farmers' eltr. companies, here and at Nekoma and Bishop Hill, Ill., were consolidated Mar. 16; John Miller of Galva, pres. They handled more than 1,000,000 bus. of grain last year and their consolidation makes the largest farmers' eltr. company in this state. It has 600 stockholders and its capital stock has been increased to \$20,000.

Doran, Ill.—Friends of Henry Niemeier, pres. of the Farmers Grain Co. of Doran, were deeply grieved to learn that he had committed suicide Mar. 14. He hung himself to a rafter in an old barn on his premises, while evidently mentally unbalanced by worry over the losses of his intimate friends who were stockholders in the farmers eltr. company. The company has been re-organized.

Springfield, Ill.—Homer J. Tice has introduced a good roads bills in the Illinois legislature, similar to the Landee bill. Its main difference from the other bills now pending is that it gives the appointment of the county superintendent of highways to the boards of supervisors and county commissioners instead of to the governor of the state.

Sibley, Ill.—Trustees of the Sibley Estate have offered to sell the Sibley Grain Co. a site for \$500 for the eltr. it intends to build. Mgr. E. T. Johnston writes that altho the company has been in business since 1905, it has no house, but had its grain handled on commission by the estate of Hiram Sibley until that eltr. burned Jan. 28. The company has increased its capital stock from \$5,000 to \$10,000.

A bill introduced in the Illinois house of representatives by E. J. Murphy, Mar. 23, extends unloading time under demurrage to 48 hours for cars of 30 tons capacity and to 72 hours for 50-ton cars; free time from 7 a. m. to 6 p. m. After expiration of free time railroads can collect 50 cents for each 24-hour day or 25c for each half day. Penalty for violation \$50 to \$200 fine. Referred to committee on railroads.

The statewide civil service bill, which is on its first reading in the Illinois house of representatives, is one of four such measures the steering committee plans to carry along simultaneously, with fine prospects for a determined struggle against it by old line politicians. The house steering committee intends to eliminate from the statewide bill the six offices of governor, sec'y of state, state treas., attorney general, and superintendent of public instruction.

Mason City, Ill.—At our regular stockholders' meeting, Mar. 6, it was decided to pay a 10 per cent dividend and, as the company is in a very prosperous condition, our directors gladly did so. This should set aside for all time the infamous lies which were circulated over the country last summer, that this company had failed. The company's capital is now over \$20,000 and it started with \$5,000 and has paid \$4,000 in dividends.—J. A. McCreeery, sec'y-treas. Farmers Grain & Coal Co. of Mason City.

A bill known as the grain warehouse regulation bill, H. B. 473, introduced in the Illinois legislature by Homer J. Tice, Mar. 10, has been reported favorably by the house committee on warehouses. It provides for licensing Class B grain-storage houses by the R. R. and warehouse commission under a \$10,000 bond. The penalty is \$100 for each day of operation without license or bond. Different grades must not be mixed. The mgr. must publish a weekly statement of grain in store and a schedule of storage rates. The bill forbids the use of duplicate receipts and provides for cancellation when deliveries are made. Class B warehouses are those

in which the grain of different owners is mixed in bulk. When in cities of over 100,000 inhabitants, such warehouses are placed in Class A. Thus every country dealer operating an eltr. and storing grain for hire for different owners can be held strictly accountable under this law if enacted. The bill has been endorsed by the Farmers Co-operative Eltr. Ass'n of Illinois, and has been referred to the committee on warehouses.

Charleston, Ill.—A fire in the afternoon of Mar. 19 destroyed seven buildings and 1,200 tons of broomcorn at an estimated loss of \$200,000, including the grain eltr. of Wheatley & Linder, insurance \$7,000; the warehouse of Wright & Chilton, insurance \$3,900; that of Harriman Bros., insurance \$2,000; the property of Wm. Checktrie & Co., broom corn dealers, that carried \$8,900 insurance; Harriman Bros., broomcorn, \$29,500 insurance; Phillips Bros., broomcorn, \$1,500 insurance; Rennels & Fasig, broomcorn, \$400 insurance; and Wright & Chilton's broomcorn insured for \$15,050.

Ogden, Ill.—The 40,000-bu. eltr. of Frank Supple burned early in the morning of March 8; loss total, on building \$8,000, on grain \$1,000; insurance, \$6,000. Mr. Supple may rebuild. As a train had passed about half an hour before the fire was discovered, some think it was caused by engine sparks; but a near neighbor, who alleges he was the second man at the fire, considers the cause incendiary. He asserts the building was all afame in the inside when he got there and a side door, usually locked with a padlock, was open, indicating that burglars had been at work on the inside.

Peoria, Ill.—During February Peoria received 52,000 bus. of wheat, 1,663,144 of corn, 372,400 of oats, 44,000 bus. of rye and 222,000 bus. of barley; compared with 51,750 bus. of wheat, 1,652,580 of corn, 1,205,137 of oats, 49,500 of rye and 260,800 bus. of barley received in the corresponding month of the previous year. Shipments included 32,667 bus. of wheat, 1,478,589 of corn, 463,800 of oats, 3,657 of rye and 114,067 bus. of barley; against 22,000 bus. of wheat, 1,337,947 of corn, 1,265,694 of oats, 10,228 of rye and 147,264 bus. of barley in Feb., 1910.—John R. Lofgren, sec'y Board of Trade.

Plainfield, Ill.—The recently incorporated Plainfield Grain Co., a farmers' organization, has purchased the eltrs. of the Barr Grain Co. here and at Frontenac and Caton Farm, Ill., to take possession Apr. 1. The price paid was \$33,000 for buildings, horses, wagons and some other property, but the lumber, coal, cement and stock on sale will be invoiced at market value and purchased just before possession is given. C. C. Whipple, and W. E. Hawkins who has been in the Barr Company's employ 22 years, will not be retained here and at Caton Farm. Joseph Dwyer of Lockport will have charge of this office and be general mgr. for the company, of which William H. Cryder is pres.; C. F. Hartong, sec'y and S. S. Van Dyke, treas.

Springfield, Ill.—At the eighth annual convention of the Farmers Co-op. Eltr. Ass'n of Illinois in this city, Mar. 7-9, C. F. Walbaum of Ashland was elected pres. to succeed Thomas Lamb who served in that capacity several years and refused re-election. J. C. Sailor of Cissna Park was elected 1st vice pres.; Martin Parker of La Hogue, 2nd v. p. J. A. McCreeery of Mason City, who has been sec'y several years, was re-elected. He will resign as mgr. of the Farmers Grain & Coal Co. of Mason City and start a campaign for increased membership and better organization. J. B. Abbott of Mason City was elected treas.; directors, C. J. Fear, Monticello; George Drennan, Edinburg; and T. S. Preston, Triumph. The convention passed a resolution opposing reciprocity between the United States and Canada and demanding that the Illinois representatives oppose the measure; and went on record as favoring federal instead of state inspection of grain, the establishment of experimental farms in every

county of the state, the reciprocal demurrage bill, and a modification of the state grain inspectors' rules in regard to moisture tests. Its legislative committee was instructed to frame a bill to regulate the storage of large quantities of grain in country eltrs. and another to be presented to the legislature making bucket-shop transactions a criminal offense. J. A. Schmitz, scale inspector Chicago Board of Trade weighing department, addressed the convention on the "Care and Correction of Scales." In "Open Questions" George Brunskill of Pontiac led the discussion of "Should Storing Grain in Country Eltrs. Be Discontinued? If so, why? Remedy?" Henry Shafer of Indianapolis led the discussion on "Should the Mgr. of a Farmers' Grain Co. Be Permitted to Hedge Against Stored Grain Which He Ships and Also Against the Grain He Buys in the Country for Future Delivery?" At the request of the program committee the Hess Warming & Ventilating Co. had an exhibition in the hall a Hess U. S. Moisture Tester and delegates were invited to bring samples of corn for testing, as an expert was in charge making tests before and after sessions. The next annual meeting will be held in Champaign in February.

CHICAGO NOTES.

On Mar. 21, the "call" began to include corn for May-June shipment.

The offices of Carl F. W. Pfeiffer are now located in the Postal Telegraph bldg.

E. F. Rose, formerly a member of the Board of Trade, died Mar. 21 in his 82nd year.

James A. Baker, of New York, a member of the Chicago Board of Trade, died recently.

Thomas J. McBride, a clerk on the Board of Trade for many years, died recently, aged 48 years.

CHICAGO CALLERS: J. A. Tiedeman, Sioux City, Ia.; S. W. Strong, sec'y Illinois Grain Dealers Ass'n, Urbana, Ill.

Lorenzo B. Roland, known as "Renny" Roland, died recently. At one time he was the partner of F. G. Logan.

Samuel Henry Green, formerly with J. F. Harris & Co. and Bogert, Maltby & Co., died recently, following a stroke of paralysis.

The Byrnes Eltr. is being equipped with a corn cracker, roller mill and grain separator. The machinery was furnished by the Skillin-Richards Mfg. Co.

Malcolm C. Mitchell, once a partner of Chas. L. Raymond and formerly very prominent on the Board of Trade, died Mar. 21 at Eustis, Fla., at the age of 51 years.

The second banquet and vaudeville of the Board of Trade club was held at the Great Northern hotel, Mar. 20. Short addresses were made by Pres. J. C. F. Merrill, Frank M. Bunch, John H. Jones and A. J. White.

The Chicago Board of Trade is still hard at work canvassing the possibility of obtaining regular and reliable reports on the stocks of grain in private elevators and at additional markets for inclusion in the weekly visible supply statement.

Captain James McElroy, one of the oldest members of the Board of Trade, has posted his membership for transfer and will retire from active business. He will take up his future residence in Lincoln, Neb., where he will live with his two daughters.

Senator Clark's bill No. 271 has been referred to the committee on judicial department and practice. Members of the Chicago Board of Trade have recently visited Springfield to urge the passage of the bill, which amends sections 130 and 132 of the act approved Mar. 27, 1874, to make options unlawful when there is no intent to deliver the commodity, and to hold harmless the broker who executes orders on a regular exchange, by declaring that the broker shall in no case be deemed the winner of any money lost in Board of Trade or stock exchange transactions. The

amendment leaves the act in full force and effect against bucket-shop transactions and gambling in puts and calls without intention to deliver or receive grain.

The \$6,000,000 suit against Jas. A. Patten for alleged gambling transactions brot by Dr. Paul Burmaster will probably be dismissed as Dr. Burmaster has disagreed with his attorney, Robert R. Mix, who has withdrawn his services.

Richard Sylvester, known to his many friends on the Board as "Silver Dick," died recently, aged 46. He was once a partner in the firm of Walter Comstock & Co., later representing Ware & Leland on the New Orleans Cotton Exchange.

We believe that this is a good time to ship some hay, providing it is sound and not badly stained, as prices are good, and we haven't much faith in market holding during the balance of the season at present level. Would discourage shipments of real low grades of damaged hay.—W. R. Mumford & Co.

Those who have applied for membership recently upon the Board of Trade are Gustave Edwin Graff, Calvin A. Whyland, Benjamin F. Schwartz, Leroy Gregg Clay and Walter H. Wrigley. Andrew Hazlehurst, Jr., and Edward L. Hitch have been admitted to membership. Memberships for transfer are those of James McElroy, Walter B. Smith, Henry H. Carr and Wentworth P. Mackenzie.

Following the disappearance of Laverne A. Lewellyn, the trades of the Merchants Grain Co. have been transferred to Lamson Bros. & Co. The company will not pass into the hands of the receiver as the assets amount to \$80,000 and the liabilities only \$32,000, but will probably be sold to another firm with the stockholders receiving quite a fair return on their investments. The company is capitalized for \$25,000 and did a business of nearly \$400,000 a year.

Frank Bunch, chairman of the market report committee of the Board of Trade has announced that officers of the Board of Trade are considering shutting off continuous market quotations from cities of less than 10,000 inhabitants. It is thought by those favoring the plan, that this will end the indiscriminate speculation in grain which has recently caused so much adverse comment and will confine the business of the Board to the transactions of bona fide grain dealers. It is thought that the limit will be raised gradually until only towns of 50,000 or more will be furnished with quotations. This question, when submitted to a vote of the membership, will probably meet with serious opposition, many leaders declaring that the adoption of such a rule will mean the loss of Chicago's place as the world's leading grain market.

INDIANA.

Tab, Ind.—N. C. Goodwine has succeeded Pence & Goodwine at this station.—S.

San Pierre, Ind.—William Sweitzer has sold out and moved to Houston, Tex.

Vincennes, Ind.—The Indiana Grain Dealers Ass'n held a meeting here, Mar. 14, attended by some 30 delegates.

Crawfordsville, Ind.—Lamson Bros. & Co. of Chicago have opened an office here in charge of A. F. Hartley of Goodwin.

Burrows, Ind.—Farmers have bot for \$9,500 the two eltrs. of John Wilhelm here and at Woodville, Ind. Possession was given Mar. 20.

Radley, Ind.—The Woodbury-Elliott Grain Co. is installing in its eltr. a U. S. Corn Sheller manufactured by the B. S. Constant Co.

Mill Creek, Ind.—The Mill Creek Eltr. Co. incorporated by Peter M. Ness, Leroy T. Smith and William H. Quinn; capital stock, \$10,000.

Hammond, Ind.—Robert W. Chapin, for many years a large feed factor in the western section of New York state, will take charge Apr. 1 of the new feed mill here of Chapin & Co., and will reside in Chicago.

Azalia, Ind.—Job Hamblen has sold the eltr. operated by Hamblen & Newson to the Blish Mfg. Co. of Seymour, Ind.

Pence, Ind.—Pence & Goodwine have dissolved partnership. F. R. Pence will operate the eltrs. here and at Stewart sta., Tab. p. o., Ind.—S.

Knox, Ind.—The Keist-Dube Mfg. Co. incorporated to maintain and operate grain eltrs.; capital stock, \$1,200; incorporators. T. C. Dube, A. P. and H. A. Keist.

Vincennes, Ind.—Lewis Brooks has bot the interest of his partner, John M. Brown, in the eltr. of Brooks & Brown and will continue the business with his son. Fred.

Westport, Ind.—The Tyner Grain Co. incorporated by F. S. Tyner, J. Frank Hamilton and George M. Keith; these with C. F. Tyner and O. F. Welch are the directors; capital stock, \$10,000.

Beesons sta., Milton p. o., Ind.—The eltr. here owned by Ray Stafford of Muncie, Lunsford Broaddus of Connersville and S. I. Harland, which burned while in process of construction, will be rebuilt.

Aboite, Ind.—J. R. Beach has been here from Cambria, Ind., having repairs made on his eltr. A new iron roof was put on, the main part raised five feet and bins raised so they now hold 1,000 bus. more of grain.—J. R. Beach & Son.

Lafayette, Ind.—The trustees of Purdue University have organized a new department to be known as the Department of Agricultural Extension. They were enabled to do this by an appropriation of \$30,000 annually for the use of this department, made by the last Indiana legislature.

Lyons, Ind.—The eltr. of the Lyons Mfg. & Eltr. Co., owned by Indianapolis men and operated by George Topping of this place, burned in the night of Mar. 4. It is thought that engine sparks may have started the fire. The building was a 4-story frame, equipped with fine machinery; loss, \$25,000, partly insured.

Albion, Ind.—Louis Stiebel, formerly of this place, will return to Noble County with health much improved. Some years ago ill health compelled him to get out into the open air. He recently purchased the eltrs. along the B. & O. from Straus, Ackerman & Co., and his new business will keep him outdoors most of the time.

A corn improvement special was run thru Indiana over the L. E. & W. Mar. 21-25, in charge of the Purdue Exp. sta., with 30-minute lectures at the various stops. The first stop was at Ambia, Ind., and the first stop on successive days was made at Laporte, Castleton, Sexton, and Ossian, Ind. The trip ended at Hartford City this morning.

Logansport, Ind.—George R. Hoopes, who formerly dealt in grain here but became insane and was sent to an asylum about a year ago, died there Mar. 10, aged 63. His wife had returned to their former home at Westchester, Pa., where his body was sent for interment. Mr. Hoopes was in business here about five years and at one time conducted an eltr. at Clymers.

Shelbyville, Ind.—My father, G. W. Kennedy, died Mar. 1. He was born in this (Shelby) county in 1830 and spent the greater part of his life here. The business of G. W. Kennedy & Son, established in 1886, was incorporated in 1908 as the G. W. Kennedy Mfg. Co. He is survived by his widow, two sons and two daughters. His sons, James B. and Fred W. Kennedy, were associated with him in business. He was also a member of the Indianapolis Board of Trade.—F. W. K. Besides his grain business Mr. Kennedy had other interests. His sound judgment, business acumen and sterling qualities made him a desirable member of various organizations and he had a valuable acquaintance in this section of the state.

INDIANAPOLIS LETTER.

The bill introduced in the legislature by Representative Wasmuth to authorize the appointment of weighmasters in connec-

tion with the inspection departments at points other than those having boards of trade, failed to pass.

House Bill No. 292 giving the state railroad commission power to suspend or change joint rates has been passed.

The Ross bill, H. B. 491, fixing the weight of ear corn at 70 instead of 68 lbs. per bu., was killed in committee.

The Indianapolis Eltr. Co. is having a fireproof grain dryer built of more than 500 bus. per hr. capacity, to be ready for use by Apr. 15.

The Neola Eltr. Co., Illinois, having a total capital of \$25,000, has been incorporated to deal in grain in Indiana, by Thomas R. Beman, F. F. Mullen and John M. Cameron; capital stock represented in Indiana, \$10,000.

At the last monthly meeting of the governing committee of the Indianapolis Board of Trade ten new members were admitted and an order was issued for the retirement of \$2,000 of outstanding preferred stock, a dividend of 1 per cent declared on all the common stock and the same amount passed to the credit of the mortuary fund.

The legislature has passed House Bill 263 making the initial carrier liable for loss or damage, requiring claims to be paid or rejected within 90 days, granting shipper an appeal to the state railroad commission and awarding the successful claimant in court a penalty of \$25 and costs, the carrier being granted a like penalty in case the court awards only the amount the carrier had offered in settlement before suit was brot. All claims must be presented within four months of the time of shipment.

House Bill No. 269 relating to quotation of freight rates passed the legislature. It provides that upon application by a shipper the carrier must furnish a written quotation of rates on the described shipment between the named points in Indiana. An erroneous quotation subjects the carrier to \$100 to \$250 penalty payable to the state and to damages payable to the shipper, whose claim is approved by the state railroad commission as not being a rebate. The shipper is entitled to 6 per cent interest on the amount of damages and to reasonable attorney's fees.

IOWA.

Carroll, Ia.—Farmers have decided to organize an eltr. company.

Dedham, Ia.—Farmers are considering organizing an eltr. company.

Sibley, Ia.—E. A. Brown has installed an automatic scale in his eltr.

Granite, Ia.—F. Rudloff of Larchwood, Ia., has sold his eltr. at this point.

Minden, Ia.—The grain eltr. and office of Stuhr & Reesey burned recently; loss, \$6,000.

Grand Mound, Ia.—Farmers are organizing a company to take over the eltr. of the Wells Hord Grain Co.

Spirit Lake, Ia.—Farmers are considering organizing an eltr. company to take over the eltr. of D. F. McFarland.

Osceola, Ia.—I have sold my business to John Cook of Cedar Rapids, Ia., to give possession Apr. 12.—F. C. Mullen.

Lake Park, Ia.—The contract has been let for the construction of an eltr. for Greig & Zeeman, replacing theirs burned Jan. 19.

Arthur, Ia.—At the recent meeting of the Farmers Eltr. Co. Sec'y R. C. Stewardson and all the other officers were re-elected.

Little Rock, Ia.—The eltr. of the Tiedeman Eltr. Co. has been sold to the Farmers Eltr. Co.—J. A. Tiedeman, Sioux City, Ia.

Des Moines, Ia.—Rep. Dixon has introduced House Bill No. 298 which provides that there be an annual exhibition of the cereal crops of Iowa and which provides an appropriation of \$5,000 per year for such a purpose. The exhibition will be

held under the Iowa Corn Growers Ass'n, and it is thot will be a great inspiration to the farmers of the state for an improvement of their crops.

Little Rock, Ia.—F. B. Alexander has bot an interest in the eltr. of the D. Rothschild Grain Co., which will be operated under the firm name of F. B. Alexander & Co.

Kimballton, Ia.—Farmers Shipping Co. incorporated by N. A. Hansen, Peter Peterson, Lars and Chris. Christensen, H. P. Bonnesen and Paul Bjorn; capital stock, \$10,000.

Kirkman, Ia.—Farmers Grain & Merc. Co. incorporated by Leonard C. Paupand, J. L. Barber and others; capital stock, \$20,000; will take over the eltr. of J. H. Schmidt.

Newburg, Ia.—Albert Byerly was badly injured while placing a belt on machinery in the cupola of the eltr. His clothing caught in the gearing and he narrowly escaped being killed.

West Liberty, Ia.—W. C. Addleman purchased the eltr. and grain business at this point of the Jackson Grain Co., Jan. 3, and I expect to continue the business for him as mgr.—F. A. Evans.

Norway, Ia.—C. W. Buchanan, who has had charge of the business of the Jackson Grain Co. at this point for the last few months, has succeeded John Beyer, resigned, as mgr. for the Farmers Eltr. Co.—E. G. Cool, Mason City, Ia.

Huron, Ia.—The Farmers Grain Co. of Oakville, Ia., is building a 15,000-bu. eltr. at this station, of cribbed construction, to be equipped with 6-h.p. engine, Fairbanks wagon scale, Richardson Automatic scale and one stand of legs.

Ft. Dodge, Ia.—Farmers, who are organizing an eltr. company, have elected C. H. Nelson, pres.; William Bredlow, vice pres.; Fred Greiman, treas.; W. A. Carr, sec'y; directors, Louis Quintis, W. B. Whittenburg, Charles Grau, C. K. Moe and four others.

Highview, Ia.—The recently organized Farmers Co-op. Co. has been incorporated to deal in grain, coal, lumber, building material and merchandise; capital stock, \$10,000. Frank J. Webb is pres.; George S. Barner, sec'y; B. J. Stark, treas.

Council Bluffs, Ia.—The Chicago, R. I. & Pac. transfer eltr. burned recently; loss, \$20,000. Fire supposed to be of incendiary origin as the house had not been in operation for a few weeks. It was a frame building used by the Rock Island for transferring its own grain.

Dayton, Ia.—The Farmers Eltr. Co. has brot suit against the Mnpls. & St. L. R. R. Co. for \$184.91 alleged to be due because of depreciation in value of a car of corn shipped on that road to Chicago, Feb. 4, 1910. Owing to delay in transit it is alleged, the corn depreciated 5c per bu.

Harding's bill, H. F. 41, creates the office of state fire marshal for Iowa and requires that he shall investigate the cause of fires to determine whether they resulted from carelessness or design, and that a written statement of all facts relating to the cause and origin of a fire shall be made to him within a week after its occurrence. He is required to cause arrests when the circumstances justify.

A bill pending in the Iowa legislature, H. F. 429, provides that eltr. leaseholds on railroad lands shall be valued and passed on by the board of railway commissioners when the applicant and the R. R. company can not agree; and that when any eltr. or grain warehouse on the right-of-way or other railroad lands burns or is damaged thru negligence of the R. R. Co. it shall be liable for that loss or damage notwithstanding any provision to the contrary in any lease or contract.

Cedar Rapids, Ia.—Improvements at the plant of the Corno Mfg. Co. include concrete grain tanks of 200,000 bus. capacity, equipped with conveyor and other necessary machinery. Altho the plant was practically new when purchased last year, the drying system is being taken out to be re-

placed by another. Tracks are also being rearranged so no time will be lost in handling grain. F. B. T. Kipp, supt. of the plant, came here Dec. 1 and immediately started the work which he expects to have finished so the plant can be put in operation May 1.

KANSAS.

Bison, Kan.—The Bison M. & Eltr. Co. has installed a Boss Car Loader.

Voda sta., Wakeeney p. o., Kan.—John B. Jones of Wakeeney is building an eltr.

Morganville, Kan.—I am mgr. of the recently organized Farmers Eltr. Co.—A. E. Engberg.

Lehigh, Kan.—Groening Bros. have bot Buckholder's eltr. formerly operated by the Lehigh Grain Co.—S.

Sterling, Kan.—The Farmers Eltr. Co. will erect a large steel, grain-storage tank; contract not yet let.—S.

Barnard, Kan.—Work has been started on an up-to-date eltr. for C. E. Robinson by the P. H. Pelkey Const. Co.

Frankfort, Kan.—William Crevier has bot the eltr. of the Lincoln Grain Co. and has retained E. M. Clift as mgr.—S.

St. Paul, Kan.—Farmers are negotiating for the purchase of the property here of the Chanute Grain Co.—F. L. Davies.

Douglass, Kan.—Raymond & Son have sold their eltr. interests to us. We were formerly at Kildare, Okla.—Conklin Grain Co.

Larned, Kan.—Stockholders of the Pawnee County Grain & Supply Co. will soon meet to decide on building a 500-bbl. mill.—S.

Windom, Kan.—E. Ellwood, Jr., recently built a large coal shed and handles considerable coal in connection with his eltr. business.—S.

Little River, Kan.—W. H. Burke, a cattle buyer, has bot the eltr. here of Colburn Bros. and will operate it as a storage house for corn.—S.

Burr Oak, Kan.—T. B. Armstrong of Downs and Glen White of Beloit have formed a partnership to engage in a grain and lumber business at this point.

Alden, Kan.—The Farmers Grain, Fuel & L. S. Co. has just finished building a fine coal shed and does a good coal business in connection with its grain.—S.

Frizell, Kan.—The Frizell Grain & Supply Co. has let the contract to Morley Bros., Hayden & Plott to remodel its west eltr. and install grinding machinery.—S.

Phillipsburg, Kan.—The Phillipsburg Mill & Eltr. Co. is building a 30,000-bu. eltr. to be equipped with up-to-date machinery, and a flour mill. Feed only will be ground at first.

Ashland, Kan.—W. H. Peters has purchased the eltr. here formerly owned by the Protection Grain Co. and will take charge of it himself before the next crop begins to move.—S.

Wichita, Kan.—Nicholas Keith, former mgr. of the Empire Grain Co., who has been in Texas, recently came to Wichita, considering the feasibility of opening a new grain firm on the Board of Trade.

Council Grove, Kan.—The Salina Produce Co., which last year leased the Quimby eltr. operated by the Morris Co. Grain Co., is operating it under the name of the Council Grove Grain Co. with J. P. Fisher mgr.

Bellefont, Kan.—D. W. Sturgeon of Offerle, Kan., is pres. and W. H. Orr, mgr. for the Farmers Grain & L. S. Co. that recently bot the eltr. here of W. T. Schute. New owner's headquarters are in Offerle.—S.

Bunker Hill, Kan.—We contemplate tearing out our old eltr. at this point and building a new 20,000 or 30,000-bu. house up-to-date. We have sold our implement business here.—Ellsworth Mill & Eltr. Co., Ellsworth, Kan.

Lewis, Kan.—The old building of the Farmers Grain & L. S. Co. has been torn

down and site cleared for erection of a 30,000-bu. eltr. by the P. H. Pelkey Const. Co. Equipment will include automatic scales and cleaner.

Morganville, Kan.—Farmers have organized an eltr. company and have bot the eltr. of the Morganville M. & Grain Co. John Anderson is pres.; capital stock, \$5,000, half of which was paid for the eltr. and the balance left in the treasury, on which to do business.

Scandia, Kan.—D. C. Hamacher and I have recently purchased of E. W. Belfield the grain eltr. on the Rock Island R. R. and will operate it under the name Grubb-Hamacher Grain Co. I was formerly sec'y-treas. of the Philipsburg Mill & Eltr. Co.—S. W. Grubb.

Atchison, Kan.—A water hydrant, which the Washer Grain Co. has been trying to get for the last six months, is now being installed. Mo. Pac. red tape took that simple proposition thru a dozen different departments and included elaborate blue prints, because the eltr. stands on railroad land.

McPherson, Kan.—The eltr. and mill of Colburn Bros. burned in the evening of Mar. 8; loss estimated at \$75,000 including wheat and flour; \$35,000 to \$40,000 insurance. The fire was discovered in a separator on the second floor. An employe attacked it with a hand grenade and buckets of water and extinguished it in the machine, but it had followed the trunking to the upper floors and was soon beyond control. The steel grain-storage tank was damaged, the wooden partitions on the inside more or less burned and the plates next to the mill warped or buckled. Amount of damage to tank and contents could not be ascertained until wheat could be drawn from it. The storage tank contained about 25,000 bus. of wheat and about 5,000 bus. were in the eltr.; 2,000 bbls. of flour and several cars of feed were in the mill and warehouse. Work was not interrupted on the new 60,000-bu. storage eltr., on which construction had been started shortly before the fire, by the Finton Const. Co. To this company Colburn Bros. have let the contract for a 5-story re-inforced concrete mill and a warehouse of the same construction, work to begin immediately. Contract for the machinery has not yet been awarded.

Kansas City, Kan.—Grain dealers and eltr. men have held several meetings to consider means of preventing the enforcement of the new Kansas grain inspection law which changes the inspection fee to one cent for 1,000 lbs. minimum capacity of car. The grain men believe the law means that if they have a 60,000-lb. car which contains only 50,000 lbs. of grain, or less as often occurs, they would be required to pay a 60c fee while the fee should be 1c for each 1,000 lbs. actually in the car. This law was intended to make the Kansas grain inspection department self supporting and if it stands, the grain men allege, it will double the money the old law provided. They are planning to test its constitutionality on the ground that fees are excessive and illegal on account of the minimum-capacity provision. Robert Stone, member of the legislature and attorney for the grain dealers, and Sec'y E. J. Smiley of the Kansas Grain Dealers Ass'n have conferred with Frank Hagerman and officers of the Kansas City Board of Trade in regard to having the law tested and are gathering evidence on which to bring suit. They allege that as State Inspector Gorden has posted a notice at the Board of Trade that grain inspected by the department will be charged for on the basis of the number of bushels contained in the car, which in many cases will fall below the minimum, that the law is being violated. The suit will probably be brot in Kansas City, Kan., and of course will be taken to the supreme court. While suit is pending grain inspection work will be done in Missouri where inspection fees are much lower than in Kansas, being the same as under the old Kansas law. As grain cars are often inspected in Kansas and weighed later in

Missouri, Chief Inspector Gorden has offered to enter on such cars a fee based on a 100,000-lb. minimum, but, if the owner will telephone him the Missouri weight, he will correct his charge to correspond.

SPECIAL TRAIN ECHOES.

Kunte's matchless proposition continues to find many takers.

Mr. Goffe's personally tagged prize packages are still much in demand.

Topeka, Kan.—Everyone wishes to go again, even Sec'y Smiley with his gold headed cane and Conductor Willett with his silver mounted umbrella.

KENTUCKY.

Pembroke, Ky.—The eltr. and mill of the City Mfg. Co. burned recently; loss, \$5,000.

Bowling Green, Ky.—The Western Ky. Millers Ass'n, organized last month at Dawson Springs, recently held a well attended meeting here.

Hopkinsville, Ky.—R. H. Detreville, former pres. and general mgr. of the Acme M. & Eltr. Co., has been put on trial on the charge of embezzlement. The company has a \$200,000 plant and it is alleged that the stockholders have lost heavily.

LOUISIANA.

Lake Charles, La.—The Thomas Grain & Lbr. Co. incorporated by W. P. Dunn and others; capital stock, \$6,000.

New Orleans, La.—During February New Orleans received 5,000 bus. of wheat, 1,782,000 of corn and 110,000 bus. of oats. Shipments included 1,965 bus. of wheat, 1,366,648 of corn and 5,993 bus. of oats.—H. S. Herring, sec'y Board of Trade.

New Orleans, La.—Five or six years ago Louisiana produced so little corn that 20,000,000 bus. were purchased annually from other states. This year Louisiana is exporting corn and next fall and winter will probably export 50,000,000 bus.—A. B. Graves, sec'y Louisiana Development League.

New Orleans, La.—We are indebted to H. S. Herring, sec'y New Orleans Board of Trade for its 28th annual report replete with statistics valuable for reference, including a list of the rice mills in Louisiana, Arkansas, Texas and on the Atlantic coast, with capacity of each. An extensive report is given on the export trade of New Orleans.

New Orleans, La.—Between Sept. 1, 1910, and Mar. 1, 1911, 85,643 bus. of wheat and 4,266,016 bus. of corn were exported from New Orleans; against 1,144,711 bus. of wheat and 4,748,918 bus. of corn shipped out in the corresponding months of the previous grain year.—W. L. Richeson, chief grain inspector Board of Trade.

Melrose, La.—Stephen G. Henry, a 17-year-old boy of this place, has been awarded the first prize from the National Corn Show in Columbus, O., an automobile won in competition with 46,000 boys for the best all-round record as to yield, reports of profits, quality of corn and essay on corn growing. He cultivated nine acres and made 138 bus. on less than one acre at a cost of 13½c per bu.

MARYLAND.

The B. & O. R. R. Co. operated another "Farmers' Special" train from Maryland to points in the Shenandoah Valley of Virginia March 16-19.—C.

BALTIMORE LETTER.

Efforts are being made to raise a fund of \$500,000 to advertise Baltimore.

A committee has been appointed by the Baltimore Chamber of Commerce to take up with the county school commissioners the matter of teaching agriculture in Maryland schools. J. Collin Vincent and Jas. T. Clendenin are on the committee.

The Public Service Commission of Maryland heard complaint charges Mar. 16-17, of the various trades bodies of Baltimore against the railroads in the matter of the alleged excessive rates charged for

switching. The commission has been asked to establish such charges not to exceed the following: 5 miles and under, \$3.50 per car; 10 miles and under, \$4 per car; 15 miles and under, \$5 per car; over 15 miles, \$6 per car. The complainants were represented by Mr. John B. Daish of Washington, D. C., and Mr. Hyland P. Stewart.

The Chamber of Commerce, thru its attorneys, Arthur George Brown and John B. Daish, has filed a brief with the Interstate Commerce Commission, declaring that the present rates on grain from the West by way of the Great Lakes, intended for export, are unfair to Baltimore and the western shippers.

Friends of Chas. England, who are legion, will be pleased to learn that he has been appointed chairman of the Sewerage Commission, in recognition of his public spirit and ability. His nomination by the mayor of Baltimore as the head of the great public improvement to be undertaken by the city will redound to the benefit of the people, as Mr. England is painstaking in his devotion to duty and unselfish in giving time and thought to the promotion of any interests intrusted to him. As pres. of the Grain Dealers National and the National Hay Ass'n and a director and chairman of important committees Mr. England endeared himself to his associates in the trade. It is with regret the trade will learn his new work will take practically all his time.

No more representative gathering of grain men and railroad officials has been held for many a day than that of the banquet given by the Chamber of Commerce at the Hotel Belvedere on Friday, March 12. Pres. McCrea of the Pennsylvania, Pres. Willard of the Baltimore & Ohio, Pres. Bush of the Western Maryland, with vice pres., and traffic managers of the three lines, and Judge Prouty, of the Interstate Commerce Commission, the governor of the state and the mayor of the city gathered around the festive board and all present enjoyed not only the feast for the inner man but the feast for the mind. Big matters were discussed, matters of vital interest not only to Baltimoreans but to the country at large. The opening address was made by Ferdinand A. Meyer, pres. of the Chamber of Commerce, and Charles England was toastmaster. The prevailing sentiment seemed to be the necessity of harmony between the shipper and the carrier, the willingness of communities to further the legitimate ambitions of the carriers in the way of terminal improvements.—C.

MICHIGAN.

Alger, Mich.—A. A. Geister is planning to build an eltr.

Alpena, Mich.—The Thunder Bay Mfg. Co. has installed a National Automatic Bagger.

Richville, Mich.—John L. Ortner is considering rebuilding his eltr. burned last summer.

Grand Blanc, Mich.—J. Crasper has installed a National Automatic Bagger in his eltr.

Grand Rapids, Mich.—The Watson & Higgins Co. is planning on doubling the capacity of its plant.—B.

Belding, Mich.—Farmers in this district are considering forming a co-operative elevator company.—B.

Eaton Rapids, Mich.—N. A. Strong has leased a portion of a brick block to use for storage in connection with his eltr. business.

Adrian, Mich.—The Detroit Mfg. Co.'s branch mill here burned Mar. 18; loss, \$40,000. Fire is thought to have been caused by spontaneous combustion.

Three "Better Farming Trains" will be run thru Michigan under the auspices of the state Agri. College. One started out over the Grand Trunk Mar. 20 from Lansing and ran to Grand Rapids by way of Lapeer, Durand, Ionia and intermediate points. The Pere Marquette train will

leave Hart Mar. 27 to run thru White Cloud and Traverse City to Petoskey. The G. R. & I. will start a train Mar. 30 from Petoskey for Kalkaska, Big Rapids, Grand Rapids, Kalamazoo and Vicksburg.

Potterville, Mich.—Will Marshall has succeeded C. L. Bowdish as mgr. for the Stockbridge Eltr. Co. Mr. Bowdish and family have moved to their new home in Stockbridge.

Every factory in Michigan except two was represented on the petition presented to the legislature, Mar. 14, asking it to formulate a reciprocal demurrage law similar to that now in force in Minnesota.

Sandusky, Mich.—The house of the Farmers Co-op. Eltr. Co., used both as a grain eltr. and a bean storage plant, burned early in the morning of Mar. 17; loss, \$30,000; insurance, \$10,000. Sanilac County farmers had thousands of bushels of beans stored there awaiting higher prices.

Delegations from Detroit, Jackson and other Michigan cities went to the legislature Mar. 15 in the interest of the Leidlein and Miller good roads bills. The Leidlein bill provides for a state highway commission of three members, a new classification of state-reward roads, and makes an appropriation to bring together Michigan's 1,300 county and township road commissioners.

The action of the state legislature in killing the reciprocal demurrage bill has caused shippers thruout the state to advocate a return to the rules of the state railroad commission, issued for 1909, and which were satisfactory to them, they claim. It is said Michigan shippers realize that the time is not opportune for the reciprocal demurrage plan, altho they claim it is very desirable. What is wanted is more free time, as well as regulations regarding "bunching." Now the allowance is 48 hours, and 72 are asked for, it being set up that while 30-ton cars were formerly used 100-ton cars are now in evidence altho the free time is the same for both styles of cars. Average credits is another subject interesting shippers, and it is said their attention will be directed towards this point.—B.

DETROIT LETTER.

In answer to inquiry and criticism Botsford & Barrett declare that the difference between Detroit and country bean prices is due to the Detroit quotations covering cost of bags, car, switching, storage, inspection and commission. This makes a difference of between 15 and 18 cents.—F.

During February Detroit received 98,125 bus. of wheat, 533,911 of corn, 154,207 of oats, 80,851 of barley and 12,105 bus. of rye; compared with 81,174 bus. of wheat, 301,651 bus. of corn, 212,711 of oats, 20,220 of barley and 17,390 bus. of rye received in February last year. February shipments included 8,237 bus. of wheat, 318,703 of corn, 6,407 of oats and 19,350 bus. of rye; against 14,463 bus. of wheat, 162,264 of corn, 25,814 of oats and 28,717 bus. of rye shipped in Feb., 1910.—F. W. Waring, sec'y Board of Trade.

A bean war has been raging with Detroit as the center. At the head of a strong bull faction is the Isbell Bean Co. of Detroit. At the head of the strong bear faction is Botsford & Barrett, also of Detroit. The Isbell Company has been sending out bulletins tending to force prices upwards, while the Barrett contingent has been working hard to force the market down. The bulls were quite prosperous early in the season, but the bears have been successful since forcing prices from \$2.05 in January to \$1.78 and dealers are predicting still lower prices.—B.

At the recent annual meeting of the Detroit Board of Trade Arthur S. Dumont was elected pres.; Harry B. Simmons, 1st vice pres.; Frederick W. Blinn, 2nd v. p.; directors, Henry M. Hobart, James T. Shaw, Frank T. Caughey, Herman F. Zink, Clinton R. Huston, David Stott, George Beck and William H. Hart; com-

mittee on arbitration, L. A. Parsons, C. M. Caran, J. T. Hornung, F. J. Simmons, Robert Henkel, F. William Lichtenberg, M. Neckel, C. H. Barrett, T. G. Craig and F. B. Northwood; committee of appeals, A. J. Ellair, G. L. Fleitz, F. Emmons, K. P. Kimball, W. R. Orr, W. Crawford, Charles Clarke, R. L. Hughes and H. J. Mok.

This season has been a remarkable one in regard to the range of prices on beans. Early in the fall the price was around \$2.50 the bushel for the best grade, while the present market is about \$1.80 per bushel, bags included. The agitation regarding reciprocity has had effect. The best-informed on the situation think there has been no real cause for alarm as far as the United States and Canada are concerned. Canada has in her treaty with Austria, and some other foreign nations, what is known as a "favored nation clause," which provides that in case Canada shall execute at a future time a more favorable trade pact than the one given to Austria, that Canada shall give to Austria at that time the same benefits. That would mean that Austrian beans could come into Canada free, and that Canadian farmers would have to compete in raising beans, with the cheap labor of Europe. It would have an effect of keeping the price of beans at a low level in Canada, which, of course, under a free trade rule would hold prices low in this country.—Henry E. Botsford.

MINNESOTA.

Lorne, Minn.—Farmers are organizing an eltr. company.

Elmer, Minn.—Farmers have decided to buy or build an eltr.

Roseau, Minn.—Farmers purpose calling the eltr. company they are organizing the Roseau Co-op. Eltr. Co.

Ruthhton, Minn.—P. M. Nielson of Lake Wilson has been employed as mgr. of the eltr. of the Farmers Co-op. Ass'n.

Buffalo Lake, Minn.—C. Steinkopf has purchased the eltr. of the Exchange Grain Co. and will move it to New Leipsig, N. D.

The Minnesota senate has passed the Johnson bill, S. F. 426, amending laws of 1905 relating to R. R. and warehouse commission.

Kerkhoven, Minn.—A. Jacobson, who rented the eltr. here last fall of the Cartgill Eltr. Co., operates it under the name of A. Jacobson & Co.

The Spooner bill, H. F. 830, appropriating \$27,700 annually for the Minnesota R. R. and warehouse commission, is in the hands of the house committee on appropriations.

Thief River Falls, Minn.—A farmers' co-op. eltr. company has been organized to build an eltr. at once; capital, \$10,000. Theo. Rynstad is pres.; A. Nordby, sec'y; P. Estvad, treas.

Garvin, Minn.—The Farmers Independent Eltr. Co. has bot the house of the Sleepy Eye Mfg. Co. and will operate both eltrs., which leaves this town without a line eltr.—Peterson & Webb.

The committee on agriculture of the Minnesota house of representatives has introduced a measure, H. F. 852, appropriating \$1,500 a year for the Minnesota Field Crop Breeders Ass'n.

The Johnson bill, S. F. 762, introduced in the Minnesota senate Mar. 22, repeals the laws of 1909 relating to taxation of grain eltrs. and warehouses and the grain therein; given to committee on taxes and tax laws.

The Soo's good seed special left Minneapolis, Mar. 14 and ran thru Minnesota via Buffalo, Tenney, Parkers Prairie, Noyes, Bemidji and intermediate points, with 40-minute stops at each and evening lectures at four towns.

The Minnesota house has passed the two bills recommended by the committee on grain and warehouses: H. F. 663 changing the official title of the Minneapolis grain inspection board and the Duluth

grain inspection board to the "Boards of Grain Appeals at Minneapolis and Duluth;" and H. F. 684 to amend Sec. 2062, Rev. Laws of 1905 relating to the establishment of grades of grain.

Lucan, Minn.—Lucan Grain & Fuel Co. incorporated by Nels H. and Mrs. Mary Haag and H. L. and Mrs. Carrie Jensen; capital stock, \$20,000. Mr. Haag recently purchased the eltr. here of the Sleepy Eye Mfg. Co.

The Fosseen bill, S. F. 763, introduced Mar. 23, creates a department of weights and measures under the R. R. and warehouse commission and appropriates \$10,000 therefor; in hands of committee on commerce and trade.

Farwell, Minn.—Ed Homestead is pres. of the recently incorporated Farwell Farmers Eltr. Co. that bot the eltr. here of the Osborne-McMillan Eltr. Co., which it will open Apr. 1. O. H. Belgum is sec'y and A. S. Peterson, treas.

Appleton, Minn.—The eltr. of the Monarch Eltr. Co. burned Mar. 11 with about 5,000 bus. of grain; loss, \$6,000, fully insured. Fire is supposed to have originated in an overheated box as the machinery was in operation all the previous day shipping out.

A bill introduced in the Minnesota senate by Sen. Olson, S. F. 710, providing for the weighing of coal under the authority of the state R. R. and warehouse commission, has been referred to the committee on railroads.

The Klein bill, S. F. 344, regulating the time and manner in which railroads in Minnesota shall adjust and pay freight overcharges and claims for loss and damage to property, has passed the Minnesota senate. It provides a penalty if settlement is not made within 60 days.

The Duxbury bill, S. F. 386, a definitive measure amending Laws of 1905 relating to the railroad and warehouse commission, has passed the Minnesota senate. It gives the commission no new authority but puts into statute form what it has heretofore been assumed to possess.

Bagley, Minn.—The eltr. of the Diemer-Pepper Eltr. Co. burned in the morning of Mar. 7 with about 14,000 bus. of grain, wheat, barley, oats and flaxseed, besides a carload of feed and two of flour, all destroyed. The fire is believed to have been caused by a dust explosion.

The Cashman joint-rate bill, S. F. 533, repealing sections 1981 and 2018, Rev. Laws of 1905, has passed the Minnesota senate. It empowers the railroad commission to order in joint rates for shipments made over connecting lines on the basis of 80 per cent of the sum of the local rates.

Kragness, Minn.—The Kragness Farmers Eltr. & Merc. Co. incorporated by J. T. and Martin W. Gee, E. J. Gorde, Alfred Olson of Moorhead and John T. Holte; capital stock, \$20,000. Mr. Holte has been elected sec'y for the ensuing year. The company will either buy or build an eltr.

The Keefe and Holmberg bill, H. F. 1,019, introduced in the lower house of the Minnesota legislature, Mar. 22, amends Sec. 2,091 Rev. Laws, to require an annual report to the Ry. and warehouse commission from all grain warehouses and eltrs. Referred to grain and warehouse committee.

Duluth, Minn.—During the year ended Aug. 31, 1910, 40,754,040 bus. of grain were weighed into eltrs. and mills and 36,563,686 bus. weighed out. Receipts of the Duluth Grain Weighing Department for the year were \$26,597.07; disbursements, \$23,125.31, making a net gain of \$3,471.76.—F. M. Schutte, state weighmaster.

Farmers in the central and west central part of Minnesota, where are large tracts of uncultivated land, whence they fear an invasion of grasshoppers, have asked the state entomologist for aid and the Agri. College has asked the legislature for an appropriation for two years' work in this direction, claiming that two-thirds of the flax crop in the state was destroyed by the grasshoppers last year. Sundberg's

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bill, S. F. 225, appropriating \$6,000 for such experiments, has passed the senate and is now before the house. Plans are made to have an expert in the field all summer experimenting with methods by which each farmer can protect his own crops effectively and economically.

Duluth, Minn.—Nelson & Peterson have let the contract to the Barnett & Record Co. for the erection of a steel and concrete eltr. to cost about \$30,000. The firm handles feed and a grinding machine and cleaner will be installed. Excavation was started Mar. 7 with the intention of putting the eltr. into operation by July.

The bill Senator Dwinnell introduced in the Minnesota senate, S. F. 737, amending Laws of 1909, to authorize the state R. R. and warehouse commission to regulate the order Bs/L, and a similar measure introduced in the house by Rep. Kunze, H. F. 976, are both in the hands of the committee on railroads of their respective houses.

Senator S. A. Nelson has introduced a bill in the Minnesota senate, S. F. 697, amending Laws of 1905 relating to weights, measures, scales and devices and the testing of the same; and placing the standard in the care of the state dairy and food department. The bill has been referred to the senate committee of commerce and trade.

Heron Lake, Minn.—The Farmers Co-op. Eltr. Co. has decided to buy a site and build a 45,000-bu. eltr. and let its present house stand for storage and seeds. It intends to begin work on the concrete foundation as soon as frost is out of the ground and will have ground surface of the building and the grain pit covered with four inches of concrete to make them ratproof. The Younglove Const. Co. has submitted plans and estimates.

Mankato, Minn.—A small eltr. belonging to Byrnes Bros. burned Mar. 7; loss total, about \$3,000. Mgr. S. H. Grannis started a fire under the cylinder of the gasoline engine to warm it up. When this was accomplished, believing he had put out the fire, he poured gasoline into the engine. An explosion occurred. His clothing was set on fire and he was slightly burned. Workmen buried him in a sand pile and saved his life.

An unfair competition bill, S. F. 690, has been introduced in the Minnesota senate by Senator Thoe. It is designed to prevent unfair competition and prohibit discrimination between different localities in the purchase of grain and grass seeds and cereals and prescribes penalties for violation; referred to committee on judiciary. A similar measure, H. F. 901, has been introduced in the house by Representative Voxland.

The Wallace bill, S. F. 585, amending Laws of 1905 relating to weighing cars containing hay and straw and the Lydiard bill, H. F. 783, amending Chap. 196, Laws of 1905, to provide that common carriers shall return cars which have been weighed loaded with hay or straw to scale on which they were weighed on some other scale used for weighing hay or straw, have each been referred to the railroad committee of the respective houses of the Minnesota legislature.

Representative Henry Rines wants the Minnesota legislature either to repeal the bushel tax on grain, passed two years ago, or to increase it. He introduced two bills to that effect in the house, Mar. 22; H. F. 933 repeals the 1909 law and has been referred to the committee on taxes and tax laws. His other bill, H. F. 1,009, provides a half-mill bushel tax on wheat and flax and a quarter-mill on other grains. This has been referred to the grain and warehouse committee.

Mapleton, Minn.—The eltr. here and mill of the Commander Mill Co. of Minneapolis burned Mar. 15; loss estimated at \$175,000 to \$200,000, partly insured. While here inspecting the ruins General Mgr. Gooding said his company would not decide about rebuilding until after the insurance was adjusted. A meeting of the Commercial Club was held Mar. 18 to discuss offering the company a bonus to rebuild and a

committee was appointed to go to Minneapolis to consult with the company's officials. Peter Schweitzer, the local mgr., says the fire was started by the big smokestack burning out. It broke out about 4 a. m., and sparks fell on the eltr., which contained 40,000 bus. of wheat; probably some salvage on grain. Among other buildings set on fire by flying sparks was the eltr. of C. G. Spaulding.

St. Paul, Minn.—Committees from the commercial clubs of the twin cities and members of the state fair board met here Mar. 16 to confer with C. H. Stevenson, sec'y of the National Corn Show Ass'n, about bringing next year's show here. Mr. Stevenson said it would be necessary for the two cities to pledge \$50,000 and that the new agricultural building, asked by the managers, should be erected on the state fair ground to house the corn show exhibits. He was assured the \$50,000 would be forthcoming and was given encouragement about the new building.

St. Paul, Minn.—During the year ended Aug. 31, 1910, a total of 1,585 local warehouse licenses were issued and 12 purifying licenses; 4 of the former were canceled and the \$1 fee refunded in each case, leaving the net number of warehouse and purifying licenses 1,593 against 1,615 warehouse and 12 purifying licenses for the previous crop year, a total falling off of 34 houses or 2% per cent. The same number of licenses (12) to purify grain with sulphur were again issued. I made a personal inspection of most of them and found that their business appears to be falling off. It is an open question whether these houses actually confine themselves to the maximum amount of sulphur they may legally use in purifying oats and barley. Rules of the commission fix this amount at 20 lbs. per 1,000 bus.; but I am reasonably sure in saying that often a great deal more is used. Some grain is purified several times, thus absorbing an additional quantity of the chemical used. A larger percentage of houses weighed out all or at least a part of their shipments last year than usual; and as a rule these houses also complied with the law requiring the posting of a card containing the weight by drafts on the inside of the car. Still a great deal of grain is shipped without initial weighing and I regard this as a serious omission. Every shipper should weigh his grain over an absolutely correct scale and such scales as well as the receiving scales should be under public supervision and tested from time to time. The purchase of coarse grain (oats and barley) by other weights than the standard bushel has practically ceased. During the year I discovered a number of illegal or irregular forms of storage receipts, most of which were irregular because of the printing of a non-negotiable chattel mortgage clause on the reverse side. The total number of local warehouses in operation during the year was 1,458 which included 871 eltrs., 363 line houses and 224 farmers' houses; compared with 971 line houses, 405 independents and 205 farmers' houses, making a total of 1,581 in 1909; and 1,007 line houses, 430 independents and 178 farmers' houses, a total of 1,615 operated in 1908.—From annual report of Henry Felg, supervising inspector of local warehouses.

MINNEAPOLIS LETTER.

The Loomis-Benson Co. has moved into new quarters in the New Chamber of Commerce.

E. T. Hamlin, formerly eastern representative of the Jas. Quirk Mfg. Co., has purchased the interest of Willett Ankeny in the firm of W. S. Ankeny & Co.

Receipts of grain at Minneapolis during February amounted to 4,576,850 bus. of wheat, 961,900 of corn, 1,040,930 of oats, 1,026,270 of barley and 76,790 of rye compared with 9,249,280 bus. of wheat, 1,093,670 of corn, 1,364,340 of oats, 1,933,740 of barley and 194,450 of rye during February, 1910. Shipments during February were 1,388,870 bus. of wheat, 561,850 of corn, 1,136,180 of oats, 1,176,120 of barley and 70,680 of rye; compared with 9,249,280 bus. of wheat, 1,093,670 of corn, 1,364,340 of oats,

1,933,740 of barley and 194,450 bus. of rye shipped during February, 1910.—John G. McHugh, sec'y Chamber of Commerce.

Wm. A. Anderson, of the North Star Grain Co., Ltd., Winnipeg, Man., has made application for membership in the Minneapolis Chamber of Commerce.

R. F. Brett, sec'y for the Midland Eltr. Co., has transferred the Chicago Flour Mills Co., of which he is owner, to a company in which he is interested.

Members who were admitted into the Minneapolis Chamber of Commerce during February are: Clyde E. Eggleston, Oliver P. Carter, Wm. L. Henderson and R. G. Sims.—John G. McHugh, sec'y.

The charges against Sherman R. Norris, formerly pres. of the Minneapolis Grain Indemnity Co., have been dismissed, Judge W. E. Hale saying that while the case had all of the earmarks of fraud, the state had not proven its case.

Shrinkage in weight is not all due to scale differences, but also covers the loss in transit due to poor cars and samples used for inspection. A great factor of shortage is the poor condition of cars furnished by the railroads, as our records show that 12 per cent of all cars received in this market arrive in bad order or leaky condition. Close results are obtained in weights between the terminal eltrs. and mills. One shipment representing 990,000 bus. of wheat was loaded into cars and transported to mills with a loss of 563 bus., a trifle more than 34 lbs. to a car of 1,000 bus. Another shipment involving 575 cars was made with a loss of 351 bus., or 40 lbs. per car; another lot of 736 cars with an average loss of 51 lbs. per car. During the year ended Aug. 31, 1910, this department weighed 190,747 cars of grain, containing 225,636,554 bus., an average load of 1,183 bus. per car; and 12,010 cars of feed and other commodities; total number of cars weighed, 202,757. Total receipts of the Minneapolis State Grain Weighing Department during the year ended Aug. 31, 1910, were \$78,902.21; total disbursements, \$90,791.42, leaving a deficit of \$11,889.21. The total number of weighing stations operated were 73, including 48 eltrs., 12 flour mills, 5 linseed oil mills, 4 feed mills and 4 malt houses.—Annual report of P. P. Quist, state weighmaster.

MISSOURI.

Webb City, Mo.—The Boyd Grain Co. will erect a warehouse here to cost \$2,000.

Joplin, Mo.—Work will soon commence on the erection of a large and up-to-date eltr. and warehouse for the Boyd Grain Co. It will be iron clad, have a composition roof, electric motor power and will be equipped with a corn sheller, cleaner and 2 corn mills. The P. H. Pelkey Const. Co. has been awarded the contract.—S.

KANSAS CITY LETTER.

The old eltr. of the Nelson Grain Co. has been dismantled.

James E. Houston, of Fairview, Mo., who is connected with the Benton Grain Co., has been admitted to membership in the Board of Trade.

It is noted that the lease of the Board of Trade on the present quarters will be renewed for a term of 5 years from July 1st, when the present lease expires.

Kansas City stocks of wheat continue to decrease and are now down to 3 1/4 million bushels, or a million bushels smaller than the maximum, reached early in January.

The decision of the application of the Hall-Baker Grain Co. for a rehearing of the wheat adulteration case, in which that firm was involved, will be given April 17.

The board of trade membership of The Chicago, Rock Island and Pacific Railroad Co. is to be transferred to R. F. Atwood, Commercial Agent, from R. G. Brown, formerly general freight agent.

D. R. Gorden, chief inspector of the Kansas grain inspection department, has notified members of the Board of Trade that inspection and weighing fees under the new law will be charged for at the rate of 1c per 1,000 lbs. for weighing

and 1c per 1,000 lbs. for inspection. When cars are inspected in Kansas and weighed in Missouri, receiver must report the weight to the Kansas department.

The work of refunding the allowances made for the 100-lb. dockage rule has been almost entirely completed. The refunds date back to Aug. 18, 1909, when the first court ruling in regard to the dockage was made.

The application of T. J. Myers of Topeka, Kan., for membership in the Kansas City Board of Trade was withdrawn last week, and Otto Swaller, whose certificate of membership was to have been transferred, is still a member.

Those who were so fortunate as to enjoy the trip to the gulf with the Kansas Grain Dealers special train will regret to learn of the death of the party's mascot, Dave Croysdale's barking pup. While attempting to bark its master to church last Sunday morning the poor dog swallowed its teeth.

The C. M. & St. P. R. R. has let the contract to James Stewart & Co. for 14 concrete storage tanks to be built in three rows adjoining its 27 tanks at Coburg. With the interspaces formed by the new tanks the storage room will be increased 445,200 bus. The railroad's eltr. at Coburg is operated by Simonds-Shields & Co.

The "Good Roads" stamps required under the Missouri law to be applied to each trade in grain futures arrived Monday and were used on that day's transactions for the first time. This charge will be added to the commission charged each customer and it is expected that Chicago and Minneapolis will profit thereby in the way of increased business, since there is no tax on futures in Minnesota or Illinois.

Following complaints from various sections of the country concerning alleged inspection frauds the Missouri railroad and warehouse commission has held an inquiry resulting in the discovery of inspection certificates that had been considerably altered, in some cases being made to read No. 2 soft wheat instead of No. 2 hard. The case of the Collin County Mill & Eltr. Co., of McKinney, Tex., which suffered in this direction, was taken as an example of the irregularities and the correspondence following the discovery of the frauds published by the commission in an effort to prevent other attempts of a similar nature and to protect the grain interests.

Following a meeting of the directors of the Kansas City Board of Trade, the following statement was issued: "It is the sense of the Board of Directors that upon all purchases of grain made by members of the Board of Trade subsequent to Aug. 15, 1909, from the invoices of which sales 100 lbs. was deducted (except in cases where there was a definite understanding with owner), the buyer shall reimburse the seller for the same upon demand and further, that the buyer is entitled to be shown evidence by the seller, acting as agent, that demand has been made from the shipper, or produce a receipt from the shipper that he has been paid."

The failure of the Perry C. Smith Grain Co. last week was somewhat of a surprise to the trade generally, not altogether unexpected by many local traders who have been aware of the persistent stand on the "bull" side of wheat taken by the firm during the big decline of the last few months. As usual, the day of reckoning was put off as long as possible, in the hope, perhaps, that a turn might come to recoup previous losses. The firm's checks were "turned down" Friday, however, and Saturday. H. T. Fowler was appointed receiver with a bond of \$300,000. The company was incorporated for \$100,000 about a year ago, succeeding to the business of J. Sidney Smith & Son. The father was said to have no direct interest in the new firm, tho he is reported to have lost heavily also, thru endorsements at the bank. The assets are about \$150,000 consisting mostly of wheat here, at Chicago and Buffalo and in transit. There is some

question regarding ownership of the wheat covered by warehouse receipts, because part of the grain was loaded out and Bs/L issued, without warehouse receipts being cancelled. As the result of this irregularity, the National Bank of Commerce has brot suit against the Perry C. Smith Grain Co. and the Kansas-Missouri Eltr. Co. charging the latter with having received warehouse receipts for the grain saying that it was necessary to re-weigh the grain and that the receipts were never returned. It is also stated that, in the meantime, the grain company made an assignment for the benefit of creditors and left the banks without the receipts as security for the \$150,000 which the bank had loaned the grain company. Following this trouble, a committee from the Board of Trade was appointed to inquire into the practice of eltrs. permitting grain to be shipped away from their sheds without the return of warehouse receipts.

ST. LOUIS LETTER.

The annual statement of trade and commerce of St. Louis has been received from Geo. H. Morgan, sec'y Merchants Exchange.

P. H. Litchfield has resigned the position of chairman of the publicity committee of the Merchants Exchange on account of ill health.

Chas. J. Reed, a broker of the Eugene Dreyer Commission Co., was recently stricken with an attack of heart failure while on the Exchange floor.

Edwin Brockmeier of Brockmeier & Co. and Leonard Bacon of the Sherry-Bacon Grain Co. have applied for membership in the Merchants Exchange.

The first purchase of new wheat to arrive in St. Louis in July was made by the Pendleton Grain Co. recently, the house buying 5,000 bus. from an Illinois shipper who guarantees to deliver by July 25.

An effort will probably be made to change the rule on what shall be delivered on wheat contracts in this market. It is proposed to place hard winter wheat on the soft winter wheat basis of price. Thus No. 1 or 2 hard winter wheat shall be deliverable at the price named in the contract, the same as No. 1 or No. 2 red winter wheat is deliverable.

According to John Dower, supervisor of the department of weights of the Merchants Exchange, there were received at St. Louis during February 266 cars with leaking grain doors, 31 leaking over the grain door, 1453 with leaking boxes, 72 leaking at end windows, 517 cars not sealed, 74 with end windows not sealed and 37 with end windows open.

The state supreme court has reversed the decision against Frank J. Miner, who was formerly head of the Merchants Stock & Grain Co. and who was convicted last May to serve 5 years in the penitentiary for operating a bucket-shop, on the ground that Miner was convicted as principal when he should have been tried as the agent of the Merchants Stock & Grain Co.

The attorney-general has written to Geo. H. Morgan, sec'y of the Merchants Exchange, the following reply to Mr. Morgan's inquiry regarding action on the stamp to be affixed on future grain contracts: You receive money for each day's stamps until the 20th inst. On and after that day each seller must have stamps on hand and place on his memoranda a 25c stamp for each and every sale. As a result of this ruling commission houses will have to turn over to the state about \$15,000 more than they had figured on.

The Merchants Exchange Clearing House began operations Mar. 13, with a membership of 32 grain firms. The option clerks have all been instructed in the system followed in reporting pit transactions. The loss of 5,000 bus. of wheat caused some excitement, but the lost "five wheat" were found in a book-keeper's error in a report on trades. The number of trades made daily will be hereafter kept a secret and the reports which were formerly printed by the newspapers will be discontinued.

The assertion that the establishment of the clearing-house is for the purpose of evading the stamp tax on "futures" is vigorously denied.

The Committees on Appropriations of the state senate has voted \$150,000 for the support of the state grain inspection department for the next 2 years. The provision in the contingency bill, which requires that all fees collected by the bureau be turned in to the state treasurer and that disbursements he made to the bureau only on warrants issued by the state auditor, was also approved. Hitherto, the grain inspection department was the only state department not under the supervision of the state auditor and treasurer and the only department that did not rely upon an appropriation from the legislature. The ability of certain politicians to squander money belonging to the state will thus be considerably curbed.

MONTANA.

Ismay, Mont.—Plans are being made for the organization of a Farmers Eltr. Co.

Dennis, Mont.—Farmers held a meeting here recently at which it was decided to erect a 40,000-bu. eltr.

Broadview, Mont.—We expect to put an eltr. in here as soon as the trade will warrant.—Broadview Seed Co.

Harlowton, Mont.—The Montana Eltr. Co., of Lewistown, has bot the business of the Grafton Flour Mills and has moved its offices here. C. R. McClave will continue to be mgr.

Lewistown, Mont.—The Lewistown Alfalfa Mill Co., incorporated, capital stock, \$100,000; incorporators: W. J. Winnett, W. H. Tobin, A. Hogeland, O. W. Belden and I. M. Hobensack of Lewistown. An alfalfa mill will be built.

Columbia Falls, Mont.—Wm. O'Connell, representing the Centennial Mfg. Co., of Spokane, Wash., was here recently to select a site on which to build an eltr. in the spring. He said that his company will build a line of eltrs. on the Gt. Northern to reach as far east as Glasgow.

NEBRASKA.

Denton, Neb.—H. F. Austin has sold his eltr.

Page, Neb.—The eltr. of the Atlas Eltr. Co. has been closed.

Sanborn, Neb.—Horton & Chase have installed a Boss Car Loader.

Omaha, Neb.—The plant of the Alfalfa Meal Co., which burned Jan. 9, will be rebuilt.

Marquette, Neb.—I have resigned my position as mgr. of the Marquette Eltr. Co.—J. Weaver.

Touhy, Neb.—I am going to quit the grain business.—W. C. Hagelin, agt. Nebraska Eltr. Co.

Lexington, Neb.—A. I. Woodsum will erect an eltr. and has given the contract to W. H. Cramer.

Tarnov, Neb.—I have succeeded Jerry Longan as agt. for the T. B. Hord Grain Co. here.—Louis Maier.

Anselmo, Neb.—The eltr. of Jacquot & Son was burned recently causing a loss of nearly \$10,000.

Omaha, Neb.—J. D. Hough, local mgr. for Ware & Leland, has applied for membership in the Grain Exchange.

Arlington, Neb.—The R. E. Roberts Eltr. Co., incorporated, capital stock, \$100,000; incorporators: O. C. Roberts, Wm. E. Roberts and Ray Roberts.

Prosser, Neb.—A new farmers eltr. company has been organized to take over the property of the Farmers Eltr. Co., which became involved in financial difficulties.

Lawrence, Neb.—The Millers Grain Co. of Hutchinson, Kan., is having a 20,000-bu. ironclad, metal roofed eltr. built about four miles north of this station, which will be completed soon. It will be equipped with a 9-h.p. engine, an Invincible Cleaner and a Richardson Automatic Scale. The com-

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pany will operate a store in connection with its grain business.—S. E. H. Allen has been secured as mgr.

Humphrey, Neb.—Geo. Graham has resigned as mgr. of the Farmers Grain & Stock Co. and has been succeeded by John F. English, who will take charge April 1.—Louis Maier.

Thayer, Neb.—The statement in the Mar. 10 issue that Peter Ehlers was building an eltr. was erroneous. Mr. Ehlers has merely been adding machinery to the large granary upon his farm.

Blue Springs, Neb.—I have sold my eltr. here to G. W. Wineland of Wellfleet, Neb., who will take possession June 1. I think I will build an eltr. near the central part of the state, where I have other business interests needing my attention.—R. E. Simmons.

Lincoln, Neb.—Three incorporators of the Lincoln Commission Co., J. W. Mangan, M. J. Hyland and R. G. McClelland, have been indicted charged with purchasing 2,000 bus. of corn for July delivery from Rudolph Ulrich with no intention of receiving the grain.

Bradish, Neb.—The Farmers Eltr. Co. has been organized with the following officers: David Fitch, pres.; M. E. Jennings, sec'y; L. G. Pusard, treas. The directors are; Sever Loken, H. Morisch, A. E. Jacobson, J. F. Anderson and L. G. Pusard. The company will handle grain, coal, live stock and lumber. An eltr. will be constructed at once.

NEW ENGLAND.

Bangor, Me.—A state corn exposition is being promoted by J. Henry Rines of this city, to be held in November.

Chelsea, Mass.—The Woodlock-Brennan Co., dealers in grain and feed, have filed a petition in bankruptcy. Liabilities, \$15,126; assets, \$12,959.

Woonsocket, R. I.—The Milot Bros. Co., incorporated, capital stock, \$35,000; incorporators: Arthur C. Milot, C. Albert Milot and Antoine L. Milot.

Boston, Mass.—B. C. Wright, the oldest grain broker in Boston, died recently. For many years he was the representative of C. L. Dougherty & Co. and was highly thought of by the grain trade.

Richford, Vt.—One of the best equipped feed mills in New England has just been completed by the Quaker Oats Co. It consists of an eltr. of 140,000 bus. capacity; 7-story grinding and mixing mill to put out 3,000 bus. daily, and warehouse to hold 32,000 sacks, besides one rented from the Canadian Pacific R. R. to hold an equal amount. All machines are driven by electric motors using a commercial current.

NEW YORK.

Buffalo, N. Y.—Memberships in the Corn Exchange are selling at \$500.

Buffalo, N. Y.—Charles Kennedy & Co. have admitted H. M. Barker and A. B. Black as members of the firm.

New York, N. Y.—James A. Baker, a member of the Chicago Board of Trade, died at his home here March 16.

New York, N. Y.—Duncan L. S. McLaren, of McLaren & Gentles, died recently from a stroke of apoplexy. He was 54 years of age.

New York, N. Y.—Thomas Morgan, a prominent member of the local grain trade and the owner of a large eltr. in Brooklyn and Long Island City died recently at the age of 72 yrs.

Buffalo, N. Y.—Robert W. Chapin will move to Chicago and take charge of the new Chapin & Co. mill, located in Hammond, Ind., a suburb of that city. G. Takats will manage the office in Buffalo.

Troy, N. Y.—During the hearing of Henry C. Palmer and Gibson Oliver, who were indicted in connection with the failure of Durant & Elmore, of Oneonta, N. Y., evidence was introduced showing that the company shipped grain from the West to points on the New England coast on export rates and on arrival at Oneonta the grain was milled and shipped to local points

on the same B/L and at the same rates. Bookkeeper testified that for more than a year before the failure Bs/L and drafts were sent out when there was no actual commodity for them to represent.

NORTH DAKOTA.

Westhope, N. D.—The 30,000-bu. eltr. of the Winter & Ames Co. burned here recently.

Bantry, N. D.—The Bantry Farmers Eltr. Co. has been closed with a shortage of \$23,000.

Stirum, N. D.—The newly organized Farmers Eltr. Co. has purchased the eltr. of F. C. Rector.

Walcott, N. D.—The local union of the American Society of Equity held a meeting recently to consider the organization of a farmers eltr. company.

Stanley, N. D.—The eltr. of the St. Anthony & Dak. Eltr. Co. burned Mar. 22 and the contents, including 6,000 bus. of wheat and a large amount of seed grain, destroyed.

Bismarck, N. D.—Rep. Hill of Bottineau has introduced H. B. 21, which prohibits the removal of threshing machines or bundle wagons from one farm to another without first being cleaned.

Bismarck, N. D.—A bill introduced into the state legislature by Sen. Dean and designed to prevent unfair discrimination against towns by grain buyers has been reported upon unfavorably by the committee.

Forman, N. D.—The following have been elected officers of the newly organized Farmers Eltr. Co.: Ray Himebaugh, sec'y; J. H. Dyste, treas., and F. A. Anderson, Andrew Land, Nels Dyste, Art Dewey and John Bucher, directors.

Kensal, N. D.—A verdict for \$7,500 in damages has been awarded by the federal court to Walter Caven, who has been suing the Soo Line for injuries sustained while loading a car with grain in the yards at Kensal in November, 1908. Caven had a chute running from the rear end of the car to the wagon and was shoveling grain down the chute into the car when without warning, it is alleged, a train backed into the car, the chute striking him in the abdomen and inflicting serious injuries.

Max, N. D.—Two hundred farmers met here recently and organized a co-operative eltr. company, subscribing \$20,000 capital. T. T. Yager was chosen pres., F. M. Hunt, vice-pres., and Geo. Monson, sec'y-treas. Directors: Ole Torgerson, Otto Ulrich, F. M. Hunt, Jos. L. Krebsbach and Jos. Lakoduk. The by-laws provide that dividends shall not exceed 12%, the balance of the profits to be paid to stockholders according to the amount of grain sold by them to the company. Profits will be estimated upon each kind of grain separately.

Bismarck, N. D.—McLean, Sheridan, Ward, Renville, Wells and Towner counties have all issued bonds for seed grain for the farmers or the issuance of seed warrants. In Lamoure county farmers are also applying for seed. Ward county has sold \$30,000 worth of bonds and may sell \$20,000 worth more. McLean county will furnish \$50,000 for the supply of good seed to farmers and Towner county will spend approximately \$25,000. The supply of flaxseed in Ward county is believed to be sufficient and a big acreage is looked for in the face of the high prices which exist at present.

Bismarck, N. D.—Referring to House Bill No. 44, its author, Representative France says: "The purpose of this bill was to give any person the right and privilege to build an elevator and mill on private property and build track to connect with the main line and compelling the railroad company to make the connections and furnish cars; but the cost of the track falls to the elevator owner and it remains his private property. A small amendment was made to the bill which places the matter of allowing the building of the proposed

side tracks in the hands of the railroad commissioners." The bill was referred to the committee on railroads.

Stiles, Hankinson p. o., N. D.—The eltr. of the St. Anthony & Dak. Eltr. Co. burned recently and 700 bus. of flax and 4 carloads of wheat destroyed. The building was valued at \$4,000. The fire, which is believed to have been caused by a locomotive spark, was hot to have been extinguished, but broke out upon the following day and was again extinguished. The next day flames were again discovered this time the fire getting beyond control.

OHIO.

Toledo, O.—W. H. Haskell has recently purchased an elegant residence.

New Hope, O.—Am bothered with scoopers loading ear corn.—Edwin Ozias.

Ohio City, O.—A. Whitney has purchased the eltr. of Thompson, Foust & Co.

Kenton, O.—Ora Jump is now the proprietor of the Kenton Hay & Grain Co.

Worthington, O.—W. O. Jewett has bot the eltr. and coal business of D. C. Braum.—F. S. Hanley.

Hamilton, O.—The plant of the Carr Mig. Co., which was burned recently, will be rebuilt at once.

Coshocton, O.—T. J. Hanley will erect an eltr. here and has bot ground along the T. W. V. & O. Ry.

Lima, O.—The Hay & Grain Producers & Shippers Ass'n will hold a meeting Mar. 31.—T. P. Riddle, sec'y.

Lorain, O.—The Houff-McNeill Co. is erecting an eltr. here to cost \$20,000. It will be equipped for grinding.

Pleasant Bend, O.—The eltr. of Morrison & Thompson Co. will be completed by Apr. 1, with West Dickman as mgr.

Toledo, O.—George W. Wagoner, of the Wagoner Mig. Co., has been admitted to membership in the Produce Exchange.

Columbus, O.—Bids are being received for the 200,000-bu. eltr. to be erected by the Gwinn Mig. Co. The cost will be approximately \$52,000.

Columbus, O.—The Ohio Central sent out an "Agricultural Special" from here Mar. 21 making most of the stops between this city and Toledo.

Fremont, O.—G. E. Sommers will build a 20,000-bu. cribbed eltr. and corn crib attached. The contract has been let to McAllister & O'Connor.

Lebanon, O.—A stock company to be capitalized at \$25,000, is being organized here to handle grain and feed. J. H. Orebaugh is at the head of the movement.

Somerville, O.—I will build a warehouse for machinery, using the top story for grain bins. I will also install a cleaner in the cupola and a grain dump.—G. H. Oren.

Gretton, O.—The Farmers Grain & Seed Co. has given the contract for the erection of a 16,000-bu. eltr. to A. H. Richner, work to commence Apr. 1. The eltr. will cost \$8,560.

Linworth, O.—I have sold my 7,000-bu. eltr. and coal business to R. Thompson. I am retiring from the grain business on account of my age which is 73 years.—F. S. Hanley.

Columbus, O.—The bill directed against bucket-shops, which was introduced by Rep. Hanby R. Jones of Franklin, has been recommended for passage by the house committee on cities.

Columbus, O.—The bill introduced by Rep. Hanby Jones directed against bucket-shops has been favorably reported on by the house committee on cities. It will probably not be voted upon for some time as many other bills are ahead of it.

Toledo, O.—Charles G. Cunningham, representing the owners of the bonds of the Toledo Salvage Co., purchased at special masters sale the two properties of the company, \$18,001 being paid for the East Toledo eltr. and \$2,001 for the eltr. at Hamilton street, the latter of which was

appraised at \$3,000 and the former at \$27,000. The Toledo Salvage Co., whose capital was \$100,000, was one of the firms on whose notes A. F. & H. R. Klausner borrowed \$65,000 from the East Side bank, which failed some time ago and which was owned by the Klausers.—C.

Cleveland, O.—S. M. Bray, who has come here from Memphis, Tenn., to take charge of the Union Eltr. Co., was tendered a dinner by the grain dealers of that city previous to his departure in appreciation of what he has done for the grain trade there.

Luckey, O.—W. L. Kurfess, a stock dealer, and Paul F. Deuble, a contractor and builder, of Luckey, have bot the eltr. of M. R. Gorrell. Mr. Deuble will assume the active management, succeeding Harry Zoll who will remove to his farm near Blanchard, Mich.

Canfield, O.—The eltr. and grist mill of Callahan & Neff, which is owned by J. Z. Calvin, burned Mar. 11. The fire was discovered at 6 o'clock and is believed to have started in the engine room. The loss amounted to \$11,000 on the building and \$7,000 in grain with no insurance.

Elmore, O.—A farmers eltr. company was organized here recently with a capital stock of \$25,000. The incorporators are Geo. Clay, S. T. Dromgold, A. R. Dolph, H. A. Jones, Louis Schaaf, Wm. Kinsting, Sr., Hugo Mauch and Harmon Kardatzke. The company will either erect an eltr. or purchase that of Magee & Pafenbach.

Middle Point, O.—Our farmers, the backbone of this fine farming country, are against reciprocity with Canada claiming that they cannot raise 15c oats, 75c wheat and \$10 timothy hay on \$175 per acre land and make money. I have put the proposition to 90% of our farmers and none of them are in favor of it.—H. G. Pollock.

Wooster, O.—Samples of seed corn and reports of tests of seed of the 1910 crop have revealed the fact that the range of germination is from 45 to 96%, much seed which had been handled with care showing below 80%. The experiment station has issued a warning that unless every ear of corn intended for seed be tested there will be a very poor and uneven stand of plants. This condition was caused by the large amount of moisture in the corn when husked last fall and the extreme cold weather which followed the husking season.

Piqua, O.—At a meeting of the governing board, held here Mar. 16, the time and place for our regular 1911 annual meeting was considered. Unless for sufficient reasons that may develop later, the 32nd annual meeting of the Ass'n will be held at Cedar Point, O., Wednesday and Thursday, June 21 and 22, 1911. The members of the board were unanimous in the opinion that we should make this meeting more of a social affair than heretofore, devoting the afternoon and evening of both days for entertainment and pleasure and to use every possible effort in securing a large attendance of the ladies and children of our families.—J. W. McCord, sec'y Ohio Grain Dealers Ass'n.

CINCINNATI LETTER.

John Fennel and Joe Volz were arrested here recently and confessed to the theft of grain from the warehouse of the Union Hay & Grain Co.

The value of the estate left by the late W. W. Granger, formerly mgr. of the Union Grain & Hay Co. has been scheduled at \$60,651.07.

As yet no action has been taken regarding the choice of a successor to Supt. Murray altho several applications are under consideration.

Ellis & Fleming, who were the first to apply for space in the yet unconstructed Chamber of Commerce Bldg., are occupying temporary quarters in the 4th Nat'l Bank Bldg.

The Cincinnati Exchange will have absolute charge of its weighing department.

having adopted the rules submitted by the committee headed by John E. Collins, Sr. A supervising weigher will be appointed who will have a number of assistants, the whole to be under the supervision of the Chamber of Commerce. This new system will be put into operation Apr. 1.

The verdict recently awarded, which allowed the Union Hay & Grain Co. only \$85,000 for its property condemned by the city, has been affirmed by the circuit court, to which the case had been carried.

The new rules of the Chamber of Commerce weighing bureau which become effective April 1 are the same as the old rules in regard to the fee, which remains at \$1 per car of grain and hay. Under the new rules, one-half of the fee will go to the warehouse where the weighing is done, the other half going to the Chamber of Commerce. Each eltr. or warehouse will do its weighing thru its own employes but at each eltr. there will be an official supervisor of the Chamber of Commerce, who will see that the weighing is done properly. A weighmaster is also provided by the new rules.

OKLAHOMA.

Numa, Okla.—The Numa Grain Co. has withdrawn from business.

Muskogee, Okla.—The Central Mfg. Co., organized by J. M. Hughes and others, will erect a grain eltr.

Drummond, Okla.—The rebuilding of the eltr. of the Hobart Mill & Eltr. Co. has been postponed until next year.

Yewed, Okla.—The Cox-Grim Grain Co. will repaint its eltr. here during the coming spring.—Roy Sappington.

Tishomingo, Okla.—The Tishomingo Grain Co., incorporated, capital, \$5,000; incorporators: T. C. Ware and others.

Waurika, Okla.—The eltr. here formerly owned by Cole & Brunskill of Oklahoma City has been bot by M. C. Groseclose of Okarche.

Oklahoma City, Okla.—The W. B. Hiner Commission Co., incorporated, capital stock, \$10,000; directors: H. A. Hiner, W. B. Hiner and V. S. Hiner.

Yewed, Okla.—The Cox & Hanna Grain Co. has succeeded the J. F. Cox Grain Co. and is operating eltrs. at Yewed and Lambert, Okla.—S.

Blackwell, Okla.—Henry Stauffacher, of McFarland & Stauffacher of this city, has been appointed state grain inspector to succeed J. A. Smith of Kingfisher.

Oklahoma City, Okla.—We have not decided definitely but the probable date of our annual meeting will be May 23-24.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

New Members of the Oklahoma Grain Dealers Ass'n are Jas. G. Fay, Isabella, Okla., and G. J. Krieger & Son, Hitchcock, Okla.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

Oklahoma City, Okla.—Senate bill No. 103 has been killed and it is greatly due to the prompt action of the grain dealers and millers, who in response to our calls wrote to their state senators, making it possible for us to continue under the same insurance laws without affecting the mutual feature in which we are so much interested.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

OREGON.

Portland, Ore.—The firm of Paterson, Smith & Pratt has been dissolved, the members of the firm, R. J. Paterson, E. Smith and T. Smith having acquired stock in the Albers Mfg. Co. They will assume management of the grain department of that firm.

Portland, Ore.—A special committee of the Farmers' Union of Oregon, Washington and Idaho was here recently to consider the advisability of establishing a warehouse or eltr. capable of holding 500,-

000 bus. of grain. Astoria and Tacoma are also being considered for the location of this eltr.

PENNSYLVANIA.

Middletown, Pa.—The eltr. and mill of S. C. Brinser, which was burned last fall, will be rebuilt this spring.

Pittsburg, Pa.—A movement is on foot to have all shipments arriving over the Pennsylvania lines officially weighed in a local eltr.

Pittsburg, Pa.—B. A. Dean, pres. of the National Hay Ass'n, was here recently and addressed members of the exchange at a dinner given for him.

Pittsburg, Pa.—Because of the resignation of Pres. Wm. Hodill, Sec'y Alfred Lawton and Directors Ben Martin and Philip Geidel, Jr., of the Pittsburg Grain & Flour Exchange, it became necessary to hold an election at which officers were elected to serve until June, when the regular election will be held. John Floyd was elected pres., John R. Johnston, sec'y, and J. A. A. Geidel, R. E. Austen, D. V. Heck and A. H. Sunshine, directors.

Coraopolis, Pa.—We have been in business for several years and have never belonged to any of the grain organizations, as we do not see any advantages to be gained by belonging. We have been blistered by members who stand very high on the Board of Trade membership and others connected with the Grain Dealers Ass'n and find our best assets are reputable shippers and dealers who do not belong to these organizations. We trust that this will not cast any reflections on members of grain organizations.—The Ohio Valley Grain & Feed Co.

PHILADELPHIA LETTER.

James Hancock, head of the Hancock Grain Co., was married recently to Miss Anna Binney Brinton.

John H. Claybrooke, representing the Eagle Mills, New Ulm, Minn., is the last member here to which a certificate has been issued by the Commercial Exchange.

The destructive fire of the Chester Milling Co. entailed a loss of \$100,000, besides the new eltr. warehouse in which it originated; 35,000 bushels of grain were consumed.

William P. Brazer and Isaac A. Stover, two of the best known grain men on change here, were called to mourn the sudden death of their wives very recently, the sad events occurring but a week apart.

Harvey C. and Morris F. Miller, grain dealers of Philadelphia, Pa., who were indicted on the charge of having benefited by rebates on grain shipments, were discharged March 22 by Judge Emory Speer of the federal court at Savannah, Ga. Their discharge will please their many friends in the trade as well as other grain shippers who might technically be charged with rebating thru the carelessness of clerks of transportation companies or bad methods of railroad officials.

Since the beginning of the year grain shipments from this port to foreign markets have shown a very fair increase over those for the same period of last year. The amount of grain that has gone abroad thus far foots up 4,410,675 bushels, which is a daily average of 64,862 bus. Corn comprised 3,433,366 bus., while wheat amounted to 977,309 bus. During the same time in 1910 the entire grain movement was 1,769,127 bus., or a daily average of 26,016 bus.—S. R. E.

SOUTH DAKOTA.

Dimock, S. D.—The eltr. of A. A. Truax has been completed.

Mansfield, S. D.—A farmers' eltr. company is being organized here.

Brookings, S. D.—P. B. Neff has bot an eltr. and mill here, paying \$15,000.

Tolstoy, S. D.—The eltr. of H. S. Thompson will be closed April 1, and I will be

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out of the grain business.—G. H. Reichmann, agt.

Faith, S. D.—The Bagley Eltr. Co. is considering the erection of an eltr. here.

Hanton, Codington p. o., S. D.—Farmers in this vicinity are considering the organization of a Farmers Eltr. Co.

Rockham, S. D.—C. Hegeboom has been elected pres. and A. B. Linn sec'y of the newly organized Farmers Eltr. Co.

Elkton, S. D.—G. W. Van Dusen & Co. have leased the eltr. of the Sleepy Eye Mig. Co. here and at Grant Siding.

Aberdeen, S. D.—The manner of organizing farmers' eltr. companies was embodied in House Bill No. 166, passed Mar 1.

Lowry, S. D.—The Farmers Eltr. Co. has been organized. Peter Peterson, pres. and M. R. Hinckley, sec'y-treas.; directors, Anton Bertha, Peter Peterson and others.

Dimock, Ethan p. o., S. D.—The Farmers Co-operative Eltr. Co. has been incorporated here and has advertised for bids for the construction of a 30,000-bu. eltr. and flour house attached. Henry Kurtenbach is sec'y.

Wasta, S. D.—Work has commenced upon the 30,000-bu. eltr. which is being erected here by G. W. Van Dusen & Co., of Minneapolis, to replace the one which was recently burned. T. E. Ibberson has been awarded the contract.

Sioux Falls, S. D.—The many friends of J. J. Fitzgerald, mgr. of the N.-W. office of the Grain Dealers Mutual Fire Ins. Co., will regret to learn that he has been encased in green goggles for the last three weeks, not in an effort to celebrate St. Patrick's day, but because of reading too much yellow literature.

SOUTHEAST.

Norcross, Ga.—Brannon & Coggins are erecting a warehouse for hay and grain.

Vicksburg, Miss.—A. G. Russell & Co. have been forced into bankruptcy by action taken by creditors. The liabilities are approximately \$50,000.

Attala, Ala.—The Western Grain Co. has leased the plant of the Brown Mig. Co. here and will continue the manufacture of corn meal until their plant at Birmingham, Ala., is rebuilt.

TENNESSEE.

Nashville, Tenn.—Lanier Bros. are the successor of the Merchants Hay & Grain Co.

Knoxville, Tenn.—The Peters & Bradley Mill Co. will install a Hall Signaling Distributor.

Nashville, Tenn.—The grain and hay warehouse of McLemore, Crutcher & Co. was damaged by fire recently to the extent of \$9,000, fully insured.

Nashville, Tenn.—The offices of the Iowa Grain & Mill Co. were visited by fire recently and damaged to the amount of \$100. The fire was caused by defective wiring.

Nashville, Tenn.—Representatives of several railroads will confer with grain and mill men soon in regard to the alleged discriminations in rates to the Carolinas or grain from or north of the Ohio river.

MEMPHIS LETTER.

Business at this distributing center is very, very dull and there is little outlook for improvement, according to the majority of members of the trade. Corn has been coming in rather bad shape, which has caused demand for kiln-dried and has increased premium on good, dry stuff of No. 2 grading. Some corn has been coming from Missouri, but only in small quantities.

Memphis, Tenn.—A dinner was given Mar. 13 at the Hotel Gayoso in honor of S. M. Bray, who was pres. of the Memphis Hay & Grain Ass'n during 1909 and 1910 and who left recently for Cleveland, O., where he will take charge of the Union Eltr. Co. The grain trade appreciates the efforts made by Mr. Bray on its behalf and on the behalf of the Merchants Exchange and he leaves with the best wishes of all

its members. S. M. Bray & Co., dealers in grain, will continue in business with C. O. Ramer as manager.

A hearing of the Memphis complaint against advanced rates on grain and rules as to reconsignments is promised early next week. The Interstate Commerce Commission promises to have a representative here at that time to take evidence in the case, which is against practically all the roads that handle business for this territory. The date set for the hearing was one day this week, but Cyrus B. Stafford, traffic commissioner of the Merchants Exchange, who has worked up the evidence and is more familiar with the matter than any other person here, was unable to be on hand because of illness. The local trade feel confident of getting an order for restoring former rates.—M.

TEXAS.

Eagle Lake, Tex.—F. A. Hoeninghaus has bot the eltr. and corn shucker of G. A. Stoermer.

Amarillo, Tex.—The Early Grain & Eltr. Co. will install a car puller and a grain cleaner.

Ft. Worth, Tex.—The eltr. of the A. B. Crouch Feed & Grain Co. burned on the morning of Mar. 14. Loss, \$3,000.

Ft. Worth, Tex.—The Barber Grain Co., incorporated, capital, \$2,000; incorporators: T. G. Moore, Kent Barber and W. F. Young.

El Paso, Tex.—The El Paso Grain & Milling Co. is distributing a good map, 18x15 ins., of Arizona, New Mexico and West Texas.

Yoakum, Tex.—The warehouse of the Yoakum Grain Co., containing considerable hay and feedstuffs, burned Mar. 18. Loss, \$4,000. Insurance, \$2,000.

Ft. Worth, Tex.—Our annual meeting will probably be held some time during the latter part of May.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

Marshall, Tex.—The Pitts Mill & Eltr. Co. has been purchased from H. B. Pitts by Frank Davis who will change the name to the Marshall Mill & Eltr. Co. and increase the capital stock from \$10,000 to \$20,000.

Sherman, Tex.—Alvin Grindstaff, employed as a sewer at the eltr. of the Pittman-Harrison Grain Co., was smothered in a corn bin when he sank in the corn near the suction from which the grain was passing out.

Rosenberg, Tex.—The Rosenberg Mill & Eltr. Co. has increased its capital stock from \$10,000 to \$20,000 and has purchased the hay and feed business of N. P. Teague who has accepted the position of general mgr. for the company.

Denton, Tex.—J. S. Abbott, a member of the Dairy and Food Commission of Texas recently wrote to millers of the state. Whenever you receive a car of wheat that is misbranded, kindly send me a sample of the wheat. I understand that the elevators are trying to hedge against their customers by selling grain under some arbitrary names not found in the rules and regulations for grain inspection.

WASHINGTON.

Seattle, Wash.—The newly erected eltrs. of the Fisher Flouring Mills have been placed into commission and have proven entirely satisfactory. They are of reinforced concrete and have a capacity of 300,000 bus. of wheat.

WISCONSIN.

Portage, Wis.—I. W. York & Co. have installed a National Automatic Bagger.

Owen, Wis.—E. J. Crane is building an eltr. and feed mill here and will do a general flour, feed and seed business.

Superior, Wis.—The investigating committee of the North Dakota branch of the American Society of Equity, consisting of A. V. Swanson, J. M. Anderson and A. J. Trovaten, has decided that a terminal eltr.

to cost \$150,000 must be built here to adequately provide for the society's needs. The society will probably issue an additional \$50,000 in bonds.

Cashton, Wis.—The Farmers Eltr. Co. is being organized and will build or buy an eltr.

Green Bay, Wis.—Fire broke out in the eltr. of the Cargill Grain Co. recently but was extinguished without much loss.

Mukwonago, Wis.—The grain and eltr. business of Brimmer & Durant has been purchased by Thomas E. Swan, who has leased it to F. L. Buell and Will Goodman.

Prescott, Wis.—We are contemplating building a 2-story concrete warehouse, 30x60 ft. for the handling of machinery.—T. Thomson, mgr. Equity Exchange of Prescott.

Maiden Rock, Wis.—The eltr. of R. E. Jones Co. burned Mar. 16 with 35,000 bus. of wheat. Loss, \$40,000, partially insured. The fire is said to have been caused by sparks from a passing locomotive.

MILWAUKEE LETTER.

W. A. Hottensen, of W. M. Bell & Co., is the proud father of a boy.

Receipts of corn and oats are good; excellent demand right along.—W. M. Bell.

The directors of the Chamber of Commerce have decided to maintain the dues at their present rate.

It has been decided to continue the freight bureau of the Chamber of Commerce for another year with Geo. A. Schroeder again in charge.

A petition has been presented to the directors of the Chamber of Commerce asking that No. 2 red wheat be deliverable on contract as at Chicago.

Robert Gordon, sec'y of the Quaker Oats Co., Alfred L. Rosenberg, of Rosenberg & Lieberman, and Isaac E. Coon have been elected to membership in the Chamber of Commerce.

The board of directors recently resolved to ask the Chicago Board of Trade and the New York Produce Exchange to include in its visible supply statement the stocks of grain held in private eltrs.

The board of directors has taken action asking for the inclusion of stocks of grain held in eltrs. as visible supply in statement issued by the Chicago Board of Trade and the New York Produce Exchange.

We sold 25,000 bu. of barley at \$1.00 $\frac{1}{2}$ on March 15, the highest price obtained in any of the three markets: Milwaukee, Chicago or Minneapolis, this crop. We are firm believers in still higher prices on barley.—Johnstone & Templeton.

A committee to represent Milwaukee in the movement for the improvement of crops consists of Carl Hansen, Albert Zinn and Louis L. Runkel. The Chamber of Commerce has appropriated \$200 for the crop improvement movement general fund and the maltsters have appropriated \$500 to promote a special movement for the improvement of barley in Wisconsin.

At a caucus held Mar. 18, the following were nominated for the presidency of the Chamber of Commerce: W. P. Bishop, John F. Kern, Calvin E. Lewis and John Euerger; for 1st vice-pres.; J. A. Mander, M. C. Rankin and George J. Zimmerman; 2nd vice pres., P. P. Donahue; sec'y-treas., H. A. Plumb; directors: E. H. Dadmun, John L. Kellogg, William H. Dodsworth, B. G. Ellsworth, C. W. Schneider, H. H. Peterson, James I. Deans, D. G. Owen, Charles J. Chapin, Charles F. Glavin; board of arbitration, Charles R. Lull, H. D. Pheatt, H. M. Stratton, W. J. Armstrong, W. A. Hottensen, A. O. Lowry, J. J. Cran dall, A. McCabe, H. W. Ladish, I. C. Lyman, A. L. Johnstone, E. H. Hiemek, C. A. Krause; board of appeals, C. B. Pierce, W. E. Mereness, Jr., A. L. Kern, James T. Mallon. President E. J. Furlong refused a second nomination for the office. There are 3 directors, 5 members of the board of arbitration and 5 members of the board of appeals to be elected April 3.

Supply Trade

Competition may be the life of business, but advertising is the death of competition.

Minneapolis, Minn.—The Claus-Bland Mfg. Co., 305 Third St., South, have taken the Northwestern agency of The Wolf Co., Chambersburg, Pa.

Chicago, Ill.—Owing to a change in the system of numbering in the downtown district of Chicago, the address of the Richardson Scale Company of Illinois, April 1st will be 79 W. Monroe St.

Indianapolis, Ind.—The Westerfield Gas Engine Co. has been incorporated with a capital stock of \$50,000, by G. G. Westerfield, J. E. Westerfield and A. H. Nordyke, who appear as directors.

Blackfoot, Idaho.—C. S. and F. W. Pelkey, under the name Pelkey Bros., are now located at this point, engaged in the contracting and building of grain elevators, etc.

Detroit, Mich.—Hotel Pontchartrain has been announced as the headquarters for the convention of the National Gas and Gasoline Engine Trade Ass'n, June 20th to 23rd inclusive.

Muncy, Pa.—Sprout, Waldron & Co. have completed a very interesting booklet descriptive of the Monarch Ball-Bearing Attrition Mill. Its completeness and attractiveness will reward those readers of the Journal who send for it.

Good advertising is an investment. One essential of good advertising is persistency. Only by advertising can we secure a wide distribution. Only with a wide distribution can we maintain low prices.—*Mahin Messenger*.

LaCrosse, Wis.—The Listman Milling Co., of this city, was defeated in its suit against the Avery Scale Co., of North Milwaukee. The supreme court of the State has affirmed the ruling whereby the scale sold the local company was declared to be proper and to fulfill the contract.

Sterling, Ill.—The Charter Gas Engine Co. has just had a narrow escape from severe damage or complete destruction by fire. The adjacent keg factory was a complete loss and had the wind been blowing in any other way but in the direction of the river, it would have been an almost impossible task to save the Charter plant.

Great secrecy is maintained regarding the machinery used for splitting peas by the German mill owners, and an outsider is not permitted even to get a glimpse of it. The millers erect the machines themselves and sometimes even the manufacturers of the machinery are not allowed to see when once erected, writes Consul Alfred W. Donegan at Magdeburg.

Fairbanks, Morse & Co., Chicago, have published a very interesting booklet giving, in simple language, definitions for electrical terms and describing the construction and uses of different electrical machines. This treatise is prepared in the form of a series of questions and answers. It was originally prepared for the use of salesmen only, but there has been a considerable demand for it by others. The booklet is well illustrated and printed on enameled paper. The insight it gives to the products of Fairbanks, Morse & Co. makes it very inter-

esting to engineers, and, to one not familiar with electrical machinery, this pamphlet will be of great assistance. It will be sent on request to interested readers of the Journal.

Decatur, Ill.—The Union Iron Works have begun to demolish some of the old buildings, to make room for the new plant which is to be a block long, built in an L shape. The foundry is to be 60x154 ft.; machine shop 50x135 ft., the latter to be two stories and basement. The largely increased floor space and the modern equipment to be installed is made necessary by the great increase in demand for the well known "Western" line.

We regard the Grain Dealers Journal as the best grain paper published in the United States.—Philip A. Stephens & Co., St. Louis, Mo.

Can't get along without the Grain Dealers Journal; it's our office pride.—John Caress, mgr. eltr. of The Lamon Mfg. Co., El Dorado, Ind.

We think the Grain Dealers Journal is a good paper for all grain dealers.—Chas. Cooper, mgr. Farmers Union Grain & Coal Co., Pratt, Kan.

The crop expert compiling reports received in his office from field agents at well selected points can form a better opinion of the crop than any single observer no matter how keen or extensive his travel.

Missouri could use its convicts to good advantage by putting them to work on the public highways. Nearly every progressive state is employing its convicts in building good roads, a work which involves no competition with free labor. If Missouri would put its 2,000-odd convicts to work on public roads, it soon would be one of the most prosperous states in the Union. It would be a three-fold blessing—to the farmer, to the manufacturer and to free labor.—*Kansas City Journal*.

AN EFFICIENT MALT CLEANER.

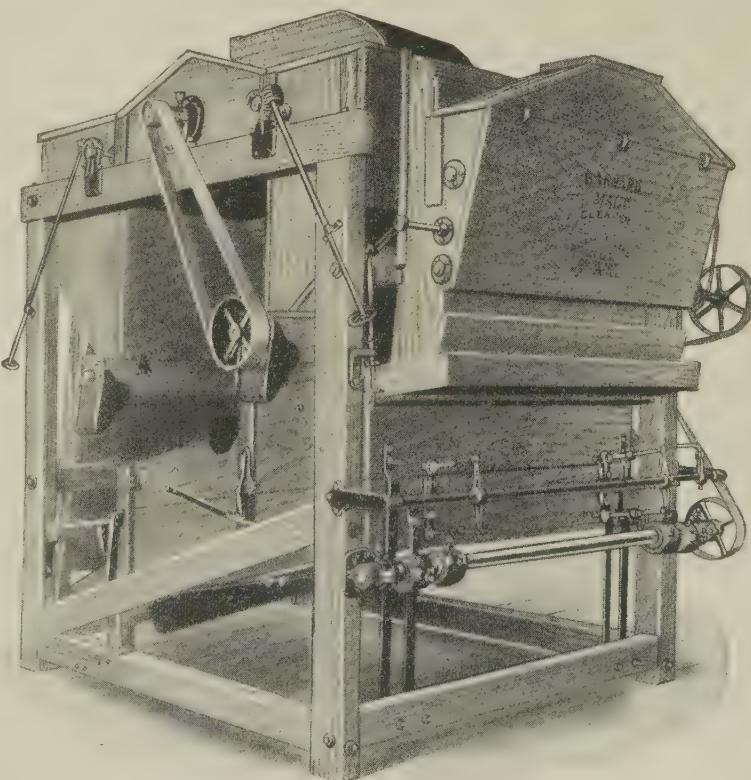
Sprouts, masses of roots and other impurities are effectively removed from malt by the machine illustrated in the engraving herewith and designed for use by brewers and maltsters.

The malt is fed into a hopper, passes thru a detaching device, which thoroly breaks up the masses of roots and discharges the material upon a roller feeder delivering in an even stream the entire width of the air separation upon the apron of the receiving sieve. Coarse impurities are removed by the sieve and discharged on one side of the machine. All the remaining heavier impurities are removed by the main sieve, the action of which is followed by the third, or sprout sieve, which removes also all roots, the material then passing to the last air separation, which draws off the lighter impurities, discharging the product thoroly cleaned and purified.

Every inch of the sieve is thoroly cleaned several times a minute by the brushes underneath, assisting the trash to tail over, and enabling the operator to carry the load well toward the tail of the sieve as well as giving the machine larger capacity with smaller perforations.

The settling chambers of the air separations retain all screenings lighter than the heaviest dust, enabling the operator to draw hard enough on the malt to make a thoro cleaning without blowing

ing of value to the dust collector. The bearings of the machine are the latest style of chain oiling bearings, dust proof, with large oil wells; and the eccentric boxes are self-oiling by means of a wick. The inner boxes adjust themselves to be perfectly in line in every direction. Additional information regarding this machine may be obtained on application to the manufacturers, the Barnard & Leas Mfg. Co., Moline, Ill.



Feedstuffs

A bill, introduced by Senator Geo. H. Hunter, has been passed by the Kansas Legislature, which provides for a standard weight of 100 lbs on mill feed and which forbids the sale of 98, 95 and 90-lb. sacks. This will do away with the trouble which has resulted from the lack of a law establishing a weight on bran, chop, shorts and other ground feed.

The Interstate Cotton Seed Crushers Ass'n will hold its annual convention at New York, June 7 to 9. A very comprehensive plan of entertainment for the visitors has been mapped out by the committee of the New York Produce Exchange, including a harbor inspection trip, and a reception, band concert and ball on the floor of the Exchange on the evening of June 8.

The Hon. Sydney Fisher, Dominion minister of agriculture, said in a recent speech, that if the law which requires a specific purity in animal food-stuffs cannot be interpreted to cover the control of weed seeds in feeds, he would make an effort to have the law so amended that it will. It is said that eastern farmers have been considerably annoyed by the introduction of weed seeds in cheap cattle feeds from the West.

A bill has been introduced into the Ohio legislature by Representative Gray against the sales of feed with a smaller percentage of crude protein or a larger percentage of crude fiber than labeled, and providing a fine of between \$100 and \$200. The amendment is modified by a clause which reads: "A deficiency of 2% of crude protein claimed, or of crude fat claimed, or an excess of 2% of crude fiber claimed in an analysis of feedstuffs shall not be evidence of fraudulent intent.

The increased rate on alfalfa, which was put into effect Mar. 1, has placed alfalfa in the same class as grain by-products, which take a rate 8-10ths of a cent higher than grain products of 16c per ton. Western alfalfa millers must overcome a discriminatory rate of 30c per ton, as compared with grain, and 16c, compared with grain products. The American Alfalfa Milling Co., the Kornalfalfa Feed Milling Co. and others have taken the case to the Interstate Commerce Commission.

Exports of Feedstuffs.

Exports of animal feeds from the United States during the 7 months prior to Feb. 1 included 27,991 tons of bran, middlings and mill feed; 41,008 tons of malt sprouts and dried grains; 12,148,492 lbs. of rice bran, meal and polish; 45,984,000 lbs. of corn oil cake; 342,652,000 lbs. of linseed oil cake and 496,094,000 lbs. of cotton seed oil cake; compared with 32,393 tons mill feed; 36,353 tons malt sprouts; 16,986,898 lbs. rice bran, meal and polish; 28,172,000 lbs. corn oil cake; 360,311,000 lbs. linseed oil cake, and 401,627,000 lbs. cotton seed oil cake, during the corresponding months of 1909-10, as reported by O. P. Austin, chief of the Bureau of Statistics.

The value of the flour mill feed products exported during the 7 months was only \$780,285; while malt sprouts and dried grains were worth \$1,049,000, corn oil cake \$613,000, linseed oil cake \$5,169,000, and cotton seed cake topped the list with \$6,288,000.

GROWTH OF RICE INDUSTRY.

A preliminary statement from the census recently issued by Director Durand, shows great development of the rice industry since 1899.

In 10 years the capital invested in rice mills has increased from \$2,601,000 to \$13,347,000; and altho many of the smaller plants have been replaced by a few large ones, the amount paid out in salaries and labor has increased from \$448,000 in 1899 to \$1,192,000 in 1909. The value of the product increased in the decade from \$8,724,000 to \$22,371,000.

The total quantity of domestic and foreign rough rice milled in 1909 was 947,747,000 lbs., an increase of 144 per cent over 1899. Foreign rice, which in 1899 constituted 10 per cent of the quantity milled, dwindled to one-half of one per cent, having decreased from 39,414,000 to 3,873,000 lbs. in 1909.

Exports of Canadian Grain in Bond

Canadian wheat in transit to foreign countries was received and shipped from American ports on the Atlantic seaboard during the 12 months prior to Jan. 1, 1911, as follows: Baltimore, 2,014,144 bus.; Boston, 5,522,814 bus.; New York, 7,468,769 bus.; Philadelphia, 4,294,468 bus.; Portland, Me., 4,836,999 bus.

A summary of the various grains that passed thru those five ports last year, in transit from Canada to foreign countries, shows the following totals: Barley, 862,258 bus.; buckwheat, 519,593 bus.; oats, 1,149,100 bus.; rye, 59,108 bus., and 24,137,194 bus. of wheat, as reported by O. P. Austin, chief of the Bureau of Statistics.

The National Bread Co. has been organized with \$30,000,000 capital stock to control one or more leading bakeries in each of the principal cities of the United States. Several of the largest bakeries are said to have joined the new "trust."

American and Canadian opposition to reciprocity has gained ground and the special interests adversely affected are working hard in the hope of defeating the bill, with some prospects of success, since the ultimate consumer in whose interest the bill was drafted will not be heard from until November, 1912.

THE CLAIM AGENT.

BY C. J. W.

We often read a hard luck story
Of the railroad Claim Man's woes.
Burdened with the public sorrows,
From his ears down to his toes.
But how about the hot corn shipper,
Called "crazy" if he makes a fuss,
When he gets no satisfaction
From this independent cuss?

His claim goes in some pigeon hole,
Where it rests in long repose,
And when this Czar will deign to answer
Only God Almighty knows.
If he prods him for adjustment,
Threatens bringing suit for same,
He's in luck to get a postal.
With the number of his claim.

His March shipments reach destination
Some time near the last of June.
And his claim man called him "Bug house"
For expecting them so soon.
If his live stock starved in transit,
His righteous anger gets appeased
By being told to see the tariff.
Which reads "Owners risk released."

Oh, the names the world call him are gentle
As compared with what they think,
Which translated into English
Would not look well in printers ink.
But his troubles all are ended
When his roller top is shut.
It's the claimant gets the lemon,
Not this independent mutt.

STARTING THE GASOLINE ENGINE.

If the gasoline engine will not start after the usual operations have been gone thru with, the commonest cause of the trouble is incorrect mixture or faulty ignition. After a failure to start the ignition should be tried. The batteries may be weak or run down as a result of much use or short circuiting and should be tested. If no instrument for testing is at hand they may be tested by short circuiting when they should give a bright spark, as the trouble may be with the electrodes becoming fouled or wet thru water in the cylinder which has leaked in from the water jacket thru imperfect joints. The trouble may be that the spindle of the moving electrode is gummed which makes it sticky and slow in action; if spindle is gummed it may be loosened with kerosene oil. The whole igniter should be tested for short circuits.

Having found the ignition to be in working condition, see that there is gasoline in the tank and that it gets to the engine, as the pipe may be stopped up or the pump may be leaking. If a little gasoline is put in the cylinder and the engine explodes it and stops, it shows that the ignition is all right; but it does not get to the gasoline. The setting of a gas valve which gives a good mixture one day may give a non-explosive mixture the next as a result of a change from a warm day to a damp or cold day or vice versa. Most needle valves on the mixer are marked by the manufacturer where the engine will run the best, but better results are obtained sometimes by either giving the engine more or less gasoline, as the case may be.

If the engine still refuses to start, it may be that the charge is leaking. To test this, if a small engine, pull the wheel over by hand; the resistance on the compression stroke should be considerable. If the resistance is not great enough the compressed charge is escaping, the leakage must be past the piston, igniter plugs, or valves, the valves leaking are most common. If past the valve, it is due to gumming of the valve stems, which may be remedied by washing with kerosene.

Weak valve springs, or trouble which keep the valves off the seat or worn valves and seats, may be remedied by grinding the valve seats with emery flour and oil. To do this, remove the spring from the valve stem and remove the valve and put some paste made from flour or emery and oil on the valve and seat, then clean off the emery and with a screwdriver in the slot on top of the valve, grind until to a good bearing on both valve and seat; then clean the emery off and replace the valve. If the leakage is past the piston it is due to wearing of the cylinder or rings or sticking of the rings. If the former, new rings are necessary, the latter is likely to occur once in a while, especially if poor oil is used. This trouble may be overcome by taking out the pistons and loosening and cleaning the rings with kerosene oil. Leakage past the igniter may be remedied by putting on a new packing.

The Chilean wheat crop is reported 30 to 35 per cent short by U. S. Consul Winslow of Valparaiso.

I like the Grain Dealers Journal and have found many helpful hints in it during the last several years.—Lars Gulbrandson, agt. Eagle Roller Mill Co., Hanska, Minn.

Patents Granted

Bag Tying Device. No. 986,079. (See cut.) Ferdinand Muckley, Easton, Pa. In a bag tying machine, an articulated tie holding member having a recess for holding a bendable tie, combined with means for supporting and bending the member and tie into substantially circular form around the mouth of the bag.

Grain Door. No. 986,746. (See cut.) John Oliver, Westbourne, Man. The combination with the door post of a car, of an arm swingably secured to the interior of the car, a beam adapted to telescope within the arm, a door carried by the beam designed to bear against the door post, and means for raising the arm, as and for the purpose specified.

Car Seal. No. 986,129. (See cut.) Philip M. Betz, Yonkers, N. Y. A car seal comprising a hollow seal member and a shackle, means for securing the shackle to the seal member, a sleeve arranged upon one end of the shackle constructed to receive and bow the other end of the shackle transversely of its length and hold it in locking engagement therewith.

Seed Testing Cabinet. No. 986,426. (See cut.) Burton Henry Adams and Walter Clark Adams, Decorah, Ia. A receptacle for seed testers having absorbent material therein for keeping the receptacle damp, means for supplying moisture to the absorbent material and for controlling such supply, means for heating the receptacle and means for maintaining the heat therein.

Grain Door. No. 986,646. (See cut.) James M. Rush, Neosho, Mo., assignor of one half to Jay B. Wagor, Neosho, Mo. A door pivotally mounted and adapted to swing about its pivot in a vertical plane into position partly across or wholly removed from the door opening, a second door, a connection between the structure and the second door and permitting the door to swing in a vertical plane to bring either end lowermost and to permit the sliding movement of the door in the direction of the first mentioned door to close the opening.

Car Seal. No. 987,083. Henry J. Ward, Peoria, Ill., assignor to Ward-Dickey Steel Co., Indiana Harbor, Ind. A car seal formed of a single sheet of metal and comprising a strap or shackle, a head at one end of the shackle formed of a base

section and of a cover section, the one folded over upon the other and having their margins interfolded, and an extension of the cover section constructed for hooked engagement with the other end of the shackle folded back into the chamber of the head and having lateral lugs interfolded with the margins of the cover and base sections.

Market Quotation Indicator. No. 986,045. (See cut.) William J. Chapman and William Robertson, Minneapolis, Minn. In an indicating apparatus, the combination with a rotary indicating wheel having characters, a lock normally holding the wheel against rotation, a lock releasing solenoid, a pawl and ratchet device for imparting step by step rotary movement to the indicator wheel, a controlling circuit including a magnet for actuating the pawl and ratchet device, a local circuit including the lock releasing solenoid, means for intermittently closing the controlling circuit and means whereby when the controlling circuit is closed the local circuit will be closed and the solenoid energized long enough to effect the release of the wheel lock.

Recording and Registering Attachment for Scales. No. 986,640. (See cut.) An attachment for weighing scales comprising in combination with a scale beam, a main poise movably mounted thereon, printed numerals on the face of the beam, an auxiliary graduating beam carried by the poise, an auxiliary poise slideable on the auxiliary beam, a disk rotatable on the auxiliary beam, a disk rotatable on the main poise contiguous to the face of the scale beam, about a relatively transverse axis, the said disk having on its face printed types corresponding to the graduations on the auxiliary scale and disposed in a plane with the type on the scale beam, a device constructed to print simultaneously from one of the type bars on the scale beam and a therewith vertically aligned type on the disk and a mechanism constructed to operate the disk and the auxiliary poise conjunctly.

T. J. Stofer, of the Alder Grain Co., was in Chicago last week and reported the recent drowning in Buffalo of several inspectors who were attempting to grade Ohio corn.

A. Stamford White, formerly president of the Chicago Board of Trade, has been elected to succeed Myron T. Herrick as a director of the Quaker Oats Company.

The farmer is not going to raise a small crop of corn, which will mature and be nice for dealers to handle, when he can raise a big crop of big corn a quarter water.—H. W. DeVore & Co.

Books Received

SEED GRAIN.—Pointed suggestions on use of good seed are contained in a booklet for general distribution to grain growers prepared by the Van Dusen-Harrington Co., Minneapolis, Minn. Get a copy and read it.

THE PEANUT is rapidly becoming an important crop throughout the southern states. A copiously illustrated description of peanut growing, harvesting, cleaning and marketing has been written by W. R. Beattie, horticulturist, and published as a 39-page Farmers Bulletin 431, by the U. S. Department of Agriculture, Washington, D. C.

WHEAT INVESTIGATIONS. Milling, baking and chemical tests conducted by E. F. Ladd and C. H. Bailey have been published by the North Dakota station in a pamphlet of 80 pages, showing the quality and quantity of product obtained from Fife, bluestem, velvet chaff and durum wheats. Hard Turkey red wheat grown in the northwest did not yield as good flour as the same wheat grown in Kansas and Nebraska. Velvet chaff of the 1909 crop was about equal to the average of all hard springs. Durum wheat is of better quality in the drier sections of the state. In quality there is no hard and fast line of division between the classes. Bulletin 89, North Dakota Agricultural College, Fargo, N. D.

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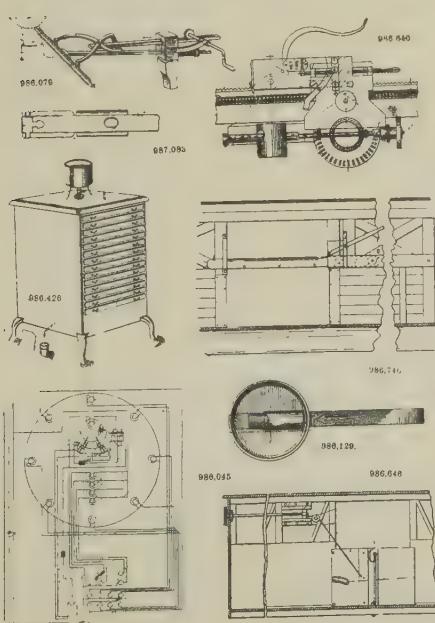
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Supreme Court Decisions

Demand for Margin.—Where two days elapsed between a broker's demand for more margin and a sale of securities by the broker to protect himself, a reasonable time was allowed.—*Small v. Housman*. Supreme Court of New York. 127 N. Y. Supp. 500.

Sale of Customer's Securities.—It is not a conversion for a stockbroker to sell the stock certificate of a customer, if the broker has that amount in similar stock on hand free and clear.—*In re A. O. Brown & Co. Ex parte Scotten*. U. S. District Court, Southern District of New York. 183 Fed. 861.

Consignor May Sue Carrier.—The consignor of goods as the party to the contract of shipment may sue the carrier for their destruction in transit, though he has sold them, and indorsed and delivered the B/L.—*St. Louis & S. W. Ry. Co. of Texas v. Brass*. Court of Civil Appeals of Texas. 133 S. W. 1075.

Refusal of Arbitrators to Reopen Hearing.—Where arbitrators under the terms of a submission were to make their award in 10 days, their refusal to reopen the cause for further hearing on the last day, on the ground that it would make it impossible for them to return their award in time, is proper.—*Sillman v. Carr*. Supreme Court of California. 113 Pac. 135.

Delivery Without B/L.—Where a proposed buyer of goods rejected the consignor-consignee's draft with B/L attached, that after the carrier delivered the goods to the buyer the draft was again presented is not conclusive evidence of the consignor's ratification of the delivery.—*Atlantic Coast Line R. Co. v. Dahlberg Brokerage Co.* Supreme Court of Alabama. 54 South. 168.

Failure to Furnish Cars.—Damages from breach of a carrier's express contract to furnish cars at a specified time are recoverable in an action on the contract; but, in the absence of an express contract, the proposing shipper has no action save for a breach of the carrier's general common law duty to furnish cars within a reasonable time.—*Central of Georgia Ry. Co. v. Sigma Lumber Co.* Supreme Court of Alabama. 54 South. 205.

Warranty of Scale.—A guaranty that a grain scale sold would not vary more than one-eighth of 1 per cent from another scale owned by the buyer, defendant to have a reasonable opportunity to adjust any discrepancies, was substantially complied with where the tests during 64 days showed an average discrepancy of .00141 per cent, and during 19 days .000122 per cent.—*Listman Mill Co. v. Avery Scale Co.* Supreme Court of Wisconsin. 129 N. W. 1059.

Tenant's Right to Crop.—A tenant of land for a year may, after the termination of the year, take away within a reasonable time a crop which stood matured on the land at the expiration of the lease, and the landlord does not acquire title thereto; for, as between landlord and tenant, crops which are matured at the termination of the lease cannot be considered as growing crops, for the purpose of diverting title from the tenant and vesting it in the landlord.—*Opperman v. Littlejohn*. Supreme Court of Mississippi. 54 South. 77.

Undue Preference in Lease of Pier.—A lease to a shipper of one of the piers and improvements thereon, belonging to a terminal company, which relieves him from the payment of all wharfage and storage charges other than as the same may be included in the yearly rental, and has enabled him to acquire practically a monopoly of the export of cotton-seed products, constitutes an unlawful or undue preference under the act to regulate commerce, where other shippers are not and

cannot be afforded the same facilities on the same conditions.—*Southern Pacific Terminal Co. v. Interstate Commerce Commission*. Supreme Court of the United States. 31 Sup. Ct. Rep. 279.

Draft Attached to B/L.—Where the seller of personal property delivers the property to a carrier, consigned to the buyer, and takes from the carrier a B/L payable to his own order, and attaches it to a draft drawn on the buyer, transmitting the draft and B/L thru the bank to the buyer's residence or place of business, the seller thereby expresses his intention not to part with the title to the goods shipped to the buyer until his draft attached to the B/L is accepted and paid.—*R. L. Moss & Co. v. Sell*. Court of Appeals of Georgia. 70 S. E. 18.

Insurance by Shipper.—A fire policy obtained by a shipper on goods shipped, reciting the release by assured of the carrier from liability under its B/L and the waiver by the insurer of any right of subrogation against the carrier, constitutes no defense to a claim of the shipper against the carrier for the burning of the goods, there being no such privity between it and the parties to the contract of insurance, with reference thereto, as to authorize it to receive any benefit from it as against insured.—*St. Louis & S. W. Ry. Co. of Texas v. Brass*. Court of Civil Appeals of Texas. 133 S. W. 1075.

Ninety Day Limit to File Claim Void.—Stipulation in a B/L that no action for destruction of the goods can be sustained unless notice of the claim be given the carrier "before the expiration of" 90 days from accrual of the claim contravenes Rev. St. 1895, art. 3379, which, while authorizing a requirement of notice as a condition to action, provided the stipulation be reasonable, provides that "any such stipulation fixing the time within which such notice shall be given at a less period than 90 days" shall be void.—*St. Louis & S. W. Ry. Co. of Texas v. Brass*. Court of Civil Appeals of Texas. 133 S. W. 1075.

Bona Fide Purchaser of B/L.—A seller under a warranty drew a draft on the buyer for the price, and with the B/L indorsed it to a bank in the ordinary course of business, and the bank gave the seller credit on its books for the amount of the draft, less the usual discount. The bank had no notice of any noncompliance with the contract on the part of the seller. Held, that the bank was an innocent purchaser for value, and did not become a warrantor of the quality and quantity of the goods described in the B/L.—*First Nat. Bank of Chicago v. Mineral Wells & L. P. St. Ry. Co.* Court of Civil Appeals of Texas. 133 S. W. 1099.

Burning of Car on Warehouse Switch.—Where a car load of freight, when burned, was standing on an industrial switch leading to the shipper's warehouse, and the fire was started by a coal oil stove in the office of the warehouse being turned over by one of the shipper's employees, firing the warehouse, from which the flames spread to the car, destroying its contents, the act of the shipper's employee in starting the fire was the proximate cause of the loss of the car; it then being in the possession of the shipper, and not of the carrier.—*American Lead Pencil Co. v. Nashville, C. & St. Louis Ry.* Supreme Court of Tennessee. 134 S. W. 613.

Bucket Shop Fraud.—G., ostensibly doing business as a banker and broker, but actually conducting a bucket shop, formed a partnership with two of his employees to continue the business under the firm name without change for two years after his death. At the time of his death, the obligations of the firm were about \$400,000, and the available assets \$125,000. The firm gave no notice of his death, but continued business as before. G. had invested a large amount in property outside of the firm business. A customer, who had dealt with the firm a few months before G.'s death, continued to deal with it without notice thereof, believing that the transactions involved the actual purchase and sale of stock. An advertisement in a

newspaper calling attention to the amount of real estate owned by G., the broker, was continued after his death. Held, that the surviving partners were guilty of fraud on the customer, and were liable to him for the wrong resulting.—*Lantin v. Goodnow*. Supreme Court of Massachusetts. 93 N. W. 843.

Corn Shelling Plant a Nuisance.—Where, in an action to abate a nuisance created by the operation of a corn elevator and sheller, the evidence showed that the plant was of modern equipment, and could not be improved on, and that there was no way to prevent dust escaping and entering plaintiff's home to his injury, a charge requiring the jury, in order to abate the nuisance, to find that the plant was a nuisance, and that it could not in the future be so operated by any changes as to prevent the same becoming injurious to the home or health of plaintiff, was beneficial to defendant, and it could not complain thereof.—*J. T. Stark v. Coe*. Court of Civil Appeals of Texas. 134 S. W. 373.

Deduction of Bagging from Weight of Commodity.—Act approved February 25, 1910 (26 St. at Large, p. 612), making it unlawful for any person engaged in buying cotton, to deduct for bagging and ties from the price of any bale of cotton, when the weight of the bagging and ties does not exceed 6 per cent of the gross weight of such bale of cotton, and if the weight exceeds 6 per cent, allowing only the excess to be deducted, is not unconstitutional as depriving one engaged in the business of buying cotton of the equal protection of the laws, as the Legislature has the right to make different classes, and so long as all members of the same class are treated alike, and if the classification be reasonable, the legislation making such classification will not be declared unconstitutional.—*State v. Mullins*. Supreme Court of South Carolina. 70 S. E. 9.

Initial Carrier's Liability Under Hepburn Act.—Act Cong. June 29, 1906, c. 3591, § 7, 34 Stat. 595 (U. S. Comp. St. Supp. 1909, p. 1166), amending Hepburn Commerce Act Feb. 4, 1887, c. 104, § 20, 24 Stat. 386 (U. S. Comp. St. 1901, p. 3169), provides that any common carrier receiving property for transportation from a point in one state to a point in another state shall issue a receipt or B/L therefor, and shall be liable to the lawful holder thereof for any loss, damage, or injury to such property, caused by it or by any connecting carrier, to which the property may be delivered, or over whose line or lines the property may pass, and that no contract, rule, receipt, or regulation shall exempt any such carrier from the liability so imposed. Held, that the word "state" was used in such provision in its limited sense to represent and include only the states of the federal Union, and that such section had no application to a shipment of cotton from a point in Texas to a foreign country.—*Houston East & West Texas Ry. Co. v. Inman, Akers & Inman*. Court of Civil Appeals of Texas. 134 S. W. 275.

No Recovery for Error in Quoting Rate.—The plaintiff made inquiry at the defendant's station at Wakefield, Kan., for the freight rate on wheat in car load lots from Wakefield to New Braunfels, Tex., and told the agent that this information was desired in order to fix the price to a customer at New Braunfels. In answer to the inquiry the plaintiff was informed that the rate was 31 cents per hundred weight. Relying upon this information the plaintiff fixed the price, and sold two car loads of wheat and shipped it over the defendant's line to New Braunfels, when an additional charge of 12½ cents per hundredweight was made and collected, making 43½ cents per hundredweight on the shipment, which was the regular tariff rate on file with the Interstate Commerce Commission. The mistake in quoting the rate was unintentional and not fraudulent. It is held that the provisions of the Interstate commerce act govern the transaction, and that the plaintiff cannot recover.—*Schenberger v. Union Pac. R. Co.* Supreme Court of Kansas. 113 Pac. 433.

**ABSOLUTE FREEDOM FROM
MIXTURES NOT GUAR-
ANTEED IN SALE BY
SAMPLE.**

Before the arbitration committee of the Grain Dealers National Ass'n, Powell & O'Rourke, of St. Louis, Mo., plaintiff, made claim for \$246.95 loss against A. C. Schuff & Co., of Louisville, Ky., defendants, by reason of cancellation of contract.

On March 10th, 1910, defendant wired plaintiff "What's lowest 5,000 bus. No. 3 mixed oats free mixture your grades Louisville weights." Plaintiff replied, Mar. 10, "Offer 5,000 mixed oats 44 bulk f. o. b. St. Louis terms." Defendant on same date wired plaintiff, "Mail sample No. 3 mixed oats you are offering." On Mar. 10, plaintiff wrote defendant, "We confirm our telegram at the opening, offering 5,000 No. 3 mixed oats, 44 bulk f. o. b. St. Louis, St. Louis weights and inspection. We couldn't give any guarantee as to quality as we haven't seen the oats ourselves. It is safe to assume that if the party from whom we would buy them could furnish us an official certificate of inspection of No. 3 mixed oats that they keep the oats and barley free from any mixture of any kind.

On same date plaintiff sent the defendant a sample of No. 3 mixed oats. On Mar. 14 defendant wired plaintiff, "Offer 44—5,000 No. 3 mixed oats like sample." Plaintiff replied, stating that "45 was lowest." He wrote defendant same date, "Telegram received today, offering 44c for 5,000 No. 3 mixed oats like sample mailed you from the Venice Elevator." Same date defendant wired plaintiff by night message, "Ship three fifteen hundred bushel cars like sample No. 3 mixed oats 45c."

This was received by plaintiff on Mar. 15 and replied to "Confirm the 3 cars No. 3 mixed oats 45."

The plaintiff confirmed by mail, "St. Louis, Mo., Mar. 15, 1910. This confirms our sale to you today of three 48 M. cars of No. 3 mixed oats at 45 cents per bushel, f. o. b. East St. Louis, in bulk our routing to be shipped within — days, subject to St. Louis weights and inspection. This sale is made with the distinct understanding that our draft, with B/L attached, will be paid immediately. If the above is not correct, please advise us immediately, failure to do this is understood as acceptance of these terms."

The defendant's confirmation reads, "Louisville, Ky., March 15th, 1910. We confirm purchase from you of three cars of No. 3 mixed oats like the sample which you expressed us at 45, E. St. Louis, and would ask you to hurry shipment of these cars at once, care of the L. & N. R. R., at East St. Louis. We wish to impress this upon you. In the sample you sent us we could find neither barley nor wheat, and we want to caution you positively, not to do any mixing, as adulterated oats are unsalable with us. No use whatever for a barley mixed oats."

The confirmations differ, neither states the contract correctly. It is clear that the contract called for oats to be officially graded No. 3 mixed oats at St. Louis or East St. Louis, and to be equal to the sample heretofore referred to. The failure on the part of the plaintiff to state in his confirmation that oats were to be equal to sample submitted, caused the return of his confirmation. Defendant wrote date 16, "We have your confirmation for the three cars of No. 3 mixed oats at 45, East St. Louis, and the objection we have to it is that you do not mention that the oats are sold for ten days' shipment, also that they are to be equal to a sample that you sent us with a distinct understanding that they are to be free from any mixture of wheat or barley. Please note this on your confirmation and return."

On Mar. 16 plaintiff wrote defendant, "We have only one kind of mixed oats in the Venice Elevator, ordinary No. 3 mixed, and the sample they mailed you of them ought to show just about how they will run. We don't suppose they are absolutely free from a little dirt or a grain or two of wheat or barley, otherwise they grade No. 2 mixed oats. However, they will run about like sample you have which we suppose will be satisfactory."

On Mar. 17 defendant wired plaintiff, "Can't use the oats unless guaranteed free from barley or foreign mixture; answer."

Plaintiff replied Mar. 17, "Sample you got was taken from oats we will ship."

Defendant again wired Mar. 17, "In order to avoid further controversy, cancel order."

To this plaintiff replied Mar. 17, "No controversy on our part; decline to cancel."

The plaintiff's confirmation to which de-

fendant had objected was returned to defendant under date of March 17th with the addition "ten days' shipment" and no reference to qualification "to be like sample." In his letter, plaintiff refers to quality of oats as having "a little sprinkling of wheat and barley, just ordinary No. 3 mixed oats, and we certainly cannot guarantee anything better." "He also offers to cancel the contract for $\frac{1}{2}$ per bushel." He states his intention to ship the 3 cars oats of which he sent sample.

The defendant on Mar. 17, writes to the effect that he had tried since the start to impress on plaintiff that he only wanted straight No. 3 mixed oats free from foreign mixtures.

On Mar. 18 defendant telegraphed plaintiff, "Can only use oats; no spelt or barley." On the same date he wrote plaintiff that he found no barley in sample and offered to pay $\frac{1}{4}$ c per bushel for the trouble he had caused.

Plaintiff did not coincide with defendant's ideas of cancellation and on Mar. 18 the cars for loading were set on elevator tracks. Another sample of the oats was taken from elevator and sent by express to defendant with the request that he wire immediately on receipt whether or not he would accept the oats and if not, they would be sold out by plaintiff for his account.

The defendant replied by letter dated Mar. 19, to the effect that he had informed plaintiff on the 17th that he would not accept the oats if they were mixed with barley and that the transaction was at the plaintiff's own risk.

Correspondence shows that the oats were loaded on or about Mar. 22, and that plaintiff proceeded to offer the oats for sale at St. Louis and outside points. He appears to have tried hard to find a buyer in other markets, finally disposing of two cars on Apr. 8, and one car Apr. 18. Sales in both cases were made delivered New Orleans.

No samples of oats are offered in evidence and the arbitrators have no means of knowing whether or not the oats plaintiff proposed to ship were like sample by which sale was made. It seems quite clear that the defendant had a right to insist on plaintiff giving him a guarantee that shipments would be equal to the sample. He was not, however, warranted in his demand that they be guaranteed to be free from barley and wheat. The plaintiff in his correspondence affirms that he found an occasional grain of barley and wheat in sample, but assured defendant that he intended to ship oats equal to sample. The defendant admits in his letters to plaintiff that examination of sample showed it to contain a little wheat and spelt. It is apparent that the sample on which contract was based did show at least a trace of wheat, barley and spelt. It is, therefore, concluded that the defendant was not justified in his arbitrary cancellation of contract because of the refusal of plaintiff to guarantee that shipments on the contract would be free from foreign grain. The plaintiff according to contract had only to ship "No. 3 mixed oats like sample." Oats to fill contract were ready for shipment on Mar. 22.

The arbitrators agree that the plaintiff should have either made shipments to defendant or sold the oats at St. Louis for defendant's account. With positive notice from defendant that he would not accept the grain except on a guarantee as to qualifications heretofore referred to, he elected not to make the shipments. It follows, therefore, that he should have sold the oats the time they were ready for shipment, that is, on Mar. 22, or the next business day thereafter. It is assumed, in view of the fact that St. Louis is a large oats market that sale could have been made at the market value of the oats in controversy. Whether or not this particular lot was worth the published quotations this Committee has no means of knowing. It must of necessity conclude that disposition could have been made at their real value. The holding, by the plaintiff, of the grain on track and in elevator until Apr. 8 and Apr. 18, respectively, with the expectation that defendant would stand the loss by decline in market, demurrage and elevator charges, is not regarded as reasonable. Inasmuch as there was neither shipment nor sale at the proper time, it is decided that the basis of settlement shall be the ruling price on No. 3 mixed oats on Mar. 23, which was according to official reports 43½c, making a difference due the plaintiff from defendant of one and one-half cents per bushel. Judgment is hereby rendered in favor of the plaintiff for \$67.50. Costs of arbitration to be paid by defendant.

Chas. C. Miles, Chairman.
E. M. Wasmuth,
E. A. Grubbs,
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The GRAIN DEALERS JOURNAL.

STATES LEADING IN CROPS.

The states of the Union leading in the production of crops and the percentages of the crop of the entire United States grown within their borders, have recently been reported by the U. S. Department of Agriculture as follows, for 1910:

Wheat: Minnesota, 13.5 per cent; Kansas, 8.9; and South Dakota, 6.7.

Corn: Illinois, 13.3; Iowa, 11; Missouri, 8.8.

Oats: Iowa, 16.1; Illinois, 15.1; Minnesota, 7.

Barley: California, 26.8; Minnesota, 16.6; Wisconsin, 13.8.

Rye: Pennsylvania, 19.6; Michigan, 16.2; New York, 14.8.

Buckwheat: New York, 41.8; Pennsylvania, 32.8; Michigan, 4.9.

Flaxseed: North Dakota, 40.9; Minnesota, 25.1; South Dakota, 23.4.

Louisiana is the only state raising more than one-half of the United States crop of any cereal, growing 52.1 per cent of the rice crop, against 35.7 per cent for Texas.

New York leads all other states in hay, potatoes and buckwheat. Texas leads in cotton, and Kentucky in tobacco.

BULLISH SITUATION IN BARLEY.

The government reports 18,400,000 bus. of barley in farmers' hands Mar. 1 in the 6 leading middle west barley states. At 2 bus. per acre the seed requirement for the 4,703,000 acres is 10,346,600 bus., allowing 10 per cent for cleaning. This leaves approximately 8,000,000 bus. available in these 6 states of Illinois, Wisconsin, Iowa, Minnesota, North and South Dakota.

The Government figures further show that the amount of barley raised, 50.4% has been marketed. The difference between 19.1%, the Government's present estimate, and 50.4% was probably consumed on the farm; and it is safe to presume that the movement from the country for the remainder of the year will be no greater, if anything less, than it was heretofore on this crop. This would leave available for malting 49.6% of approximately 8,000,000 bus., or about 4,000,000 bus. of rough country barley. As this barley has to be prepared and cleaned for malting, which cleaning amounts to fully 10%, it leaves available malting barley in all six states at a figure approximating 3,600,000 bus.

The only other state showing any reserve of moment, which would have any bearing on the situation, is California, which shows 6,100,000 bus. in farmers' hands. Less the probable consumption of

50.4%, it would leave 3,000,000 bus. for market, making a total supply of available barley, both east and west, not to exceed 7,000,000 bus. against a malt requirement approximating 15,000,000 bus. between now and Sept. 1.—Rosenbaum Bros.

Two grain doors are destroyed for every three built in a year, it is said. Many are stolen. A two-acre beer garden near Evansville, Ind., was fenced all round with grain doors. So far the high-browed inventor of patent doors has found himself unequal to the dull witted laborer who unloads the car and wields a heavy maul with uncanny skill.

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Ten tables printed from large type on card board, size 10 $\frac{1}{2}$ x 11 $\frac{1}{2}$ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

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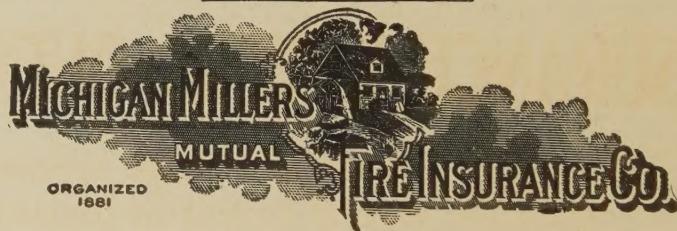
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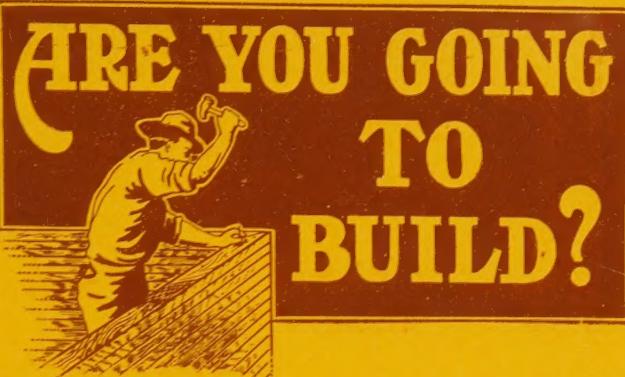
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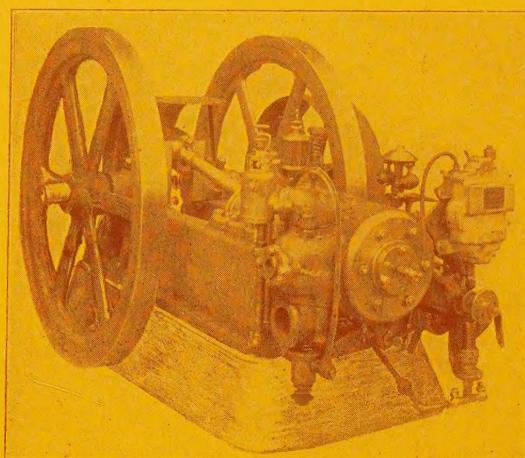
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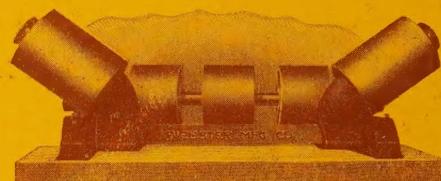
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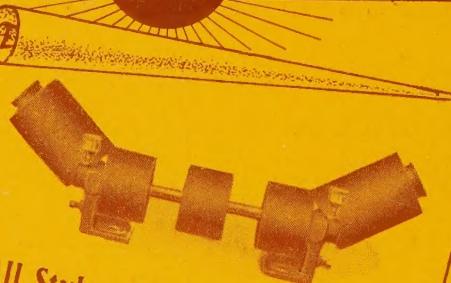
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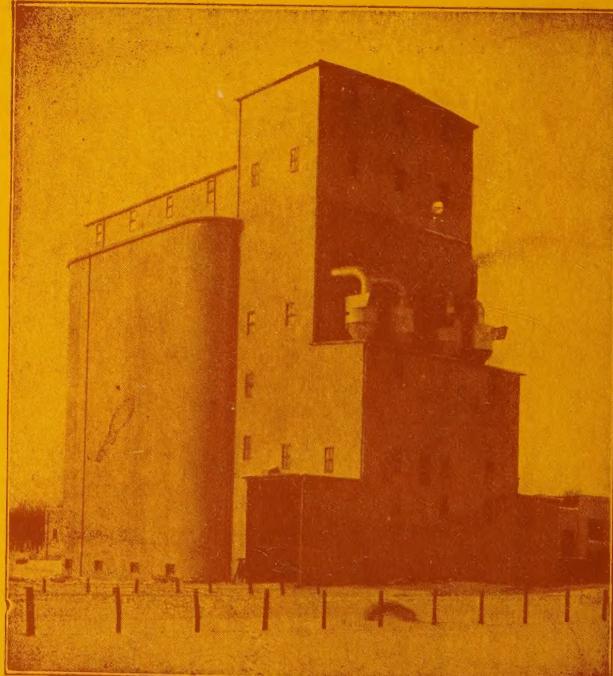
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